

MAY 15, 1953

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Ford '5-Star' MOTORING
★ ★ ★ ★ ★ the best at lowest cost

"She was going like a bird yesterday"



"We were going to the wife's sister's wedding . . . one of these big affairs where everybody knows nobody. Fate however, decided to intervene on the way, because the car died on my hands . . . just like that, no warning, two or three 'phut phuts' perhaps and then stop! I tried, of course, but I had a feeling before I lifted the bonnet that it was going to mean a walk to the nearest phone box."

You do sometimes hear motorists explain their failure to arrive somewhere on time by blaming fate. But is it always fate? Wouldn't it be true to say that quite often cars break down through lack of proper maintenance? After all, it takes a mechanically experienced motorist with the correct equipment and quite a lot of time to spare to do the job thoroughly. The wise thing, of course, is to use the Tecalemit Specialised Maintenance Service; ask at your local garage for full details—you'll be surprised at all that is done at so little cost!



The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

YOU'LL HAVE
**Greater Driving
 Control**



WITH THE NEW *Bristol* **403** *Saloon*

—it's fitted with **FERODO** Anti-Fade Brake Linings!

The new Bristol 403 Saloon, a development of the successful Bristol 2-litre, is a worthy example of the industry's quest for greater power and performance, *together with a corresponding increase in safety.* For the Bristol Aeroplane Company who have fitted Ferodo Brake Linings exclusively to all their previous cars, have specified Ferodo for this latest model, too. The experience of Bristol's engineers and designers has shown that Ferodo Anti-fade Linings—the result of ceaseless research and uncompromising engineering tests—are the safest, smoothest, most reliable there are.

Ferodo Anti-fade Brake Linings will give greater control to every Bristol 403 driver under every conceivable motoring condition.

Bristol fit
FERODO
ANTI-FADE BRAKE LININGS
Exclusively

Announcing the new

... one of the world's outstanding cars

THE NEW BRISTOL 403 SALOON ... aerodynamically styled four/five seater embodying many new design refinements. The six cylinder Bristol 2-litre engine now gives 100 b.h.p. at 5,000 r.p.m., with fuel consumption 24 m.p.g. at a cruising speed of 60 m.p.h. Improved braking and roadholding characteristics permit full exploitation of the higher performance derived from 403's more favourable power/weight ratio.



THE NEW BRISTOL 403 2-LITRE SALOON

Bristol **403** Saloon



The famous **BRISTOL** 2-litre engine

Developed from wide racing and competition experience, the 2-litre power unit of the type 403 develops 100 b.h.p. at 5,000 r.p.m.

Other type 403 improvements include:—

Improved braking system ● Enhanced road holding qualities ● Re-designed air conditioning system ● Fuel tank ventilation modified for faster filling ● Steering pinion adjustment improved ● Anti-splash plates in engine bay, etc., etc.

DUTCH TULIP RALLY
204 STARTERS — 193 FINISHED
BRISTOL "401" 2-LITRE
gains **2nd place**

Drivers: **J. W. E. BANKS and M. PORTER**
(Subject to official confirmation)

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London Showrooms — 80, PICCADILLY, W.1

* *Now it can be seen....*

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2 LITRE

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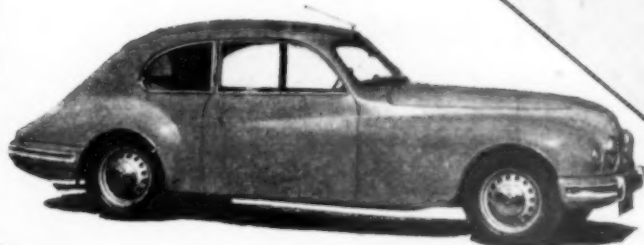
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Capable of 100 m.p.h.*



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Announcing the new

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"Bristol" 403 2-litre distributors
through five counties . . .



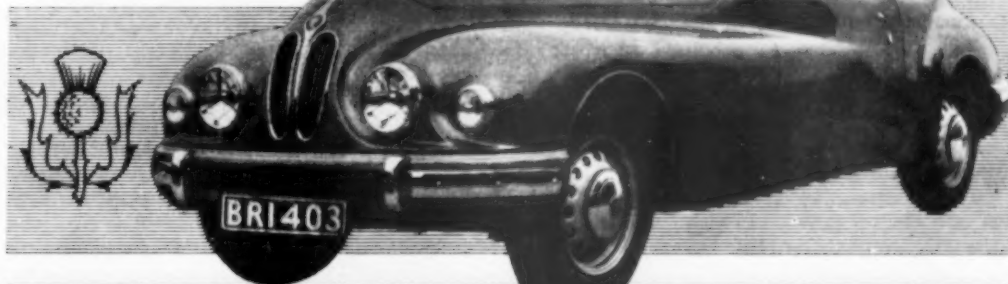
BRADBURN & WEDGE LIMITED

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*Bristol 403 Saloon**... it's NEW!*

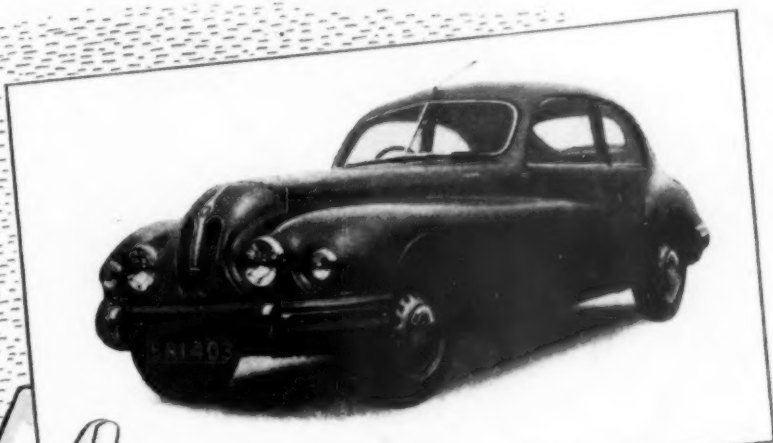
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All the leading car manufacturers hand it to us at some stage or other — usually as a blue print. Bristol is no exception—Rubery Owen components form part of the 403 2-litre saloon, as they did of its predecessor. Good luck to the new Bristols upholding British prestige.

RUBERY OWEN COMPONENTS

RUBERY, OWEN & COMPANY, LTD.

Darlaston, South Staffs.

OUTRIGHT VICTORY in its Class
of Production Bristol 2-litre Saloon
in International Tulip Rally

(Subject to official confirmation)

High performance engines
 demand efficient cooling.
 Bristol have again
 chosen Marston Radiators
 for their new 2-litre model.



All Bristol cars are fitted with MARSTON RADIATORS

For assistance on any problem connected with heat exchange, write to
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(A subsidiary company of Imperial Chemical Industries Ltd)

MAR 115

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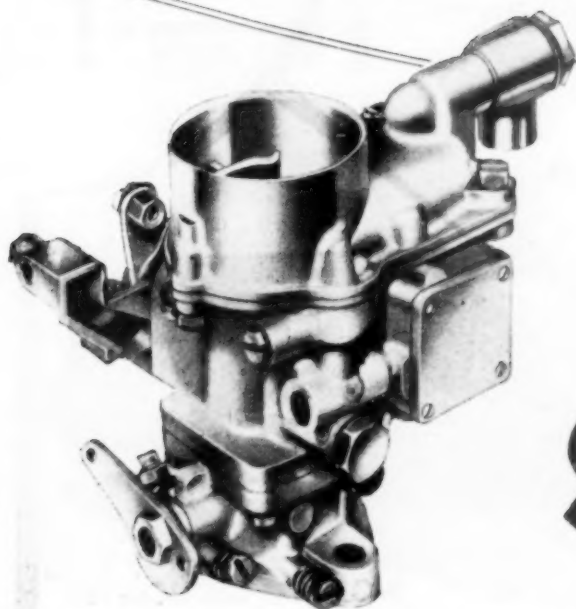


THE BRISTOL
 403
 SALOON

MANUFACTURED BY BURGESS PRODUCTS CO., LTD., SILENCER DIVISION, HINCKLEY, LEICESTER

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Solex Type "32 BI"
the model which has contributed
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IN EUROPE'S MOST UP-TO-DATE MECHANISED MALLEABLE FOUNDRY

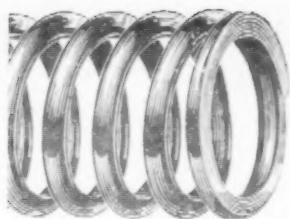
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SUPPLIED FOR THE

New
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You can depend



on TERRY'S valve springs



when you drive



a "BRISTOL 403"

TERRY'S *aero quality valve springs*



The Bristol 403 Saloon—A powerful example of British engineering skill: each integral part contributes to the excellence of the whole car.

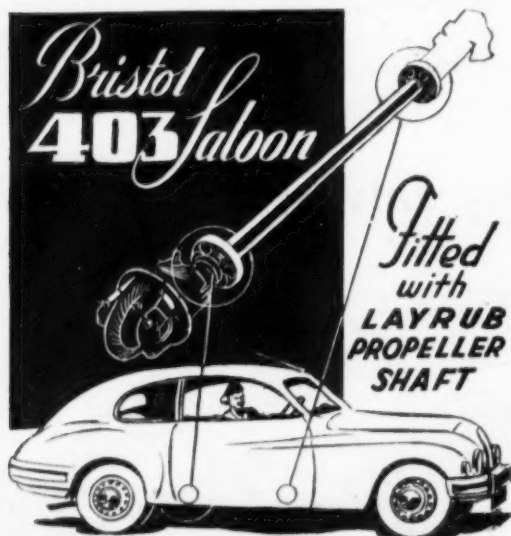


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PROPELLER SHAFT

We are proud to be associated with such a fine British car as the Bristol Type 403. The Layrub Propeller shaft is used on this car between gear box and back axle.

The Layrub system employs rubber trunnion blocks as the main driving elements; there are no metal-to-metal contacts; no lubrication is required, therefore little maintenance.

The Bristol 2-litre Saloon that was placed second in this year's Tulip Rally was also equipped with a Layrub shaft. Sure proof of a transmission shaft "Cushioned against defeat."

Once again . . .



BRONZE BUSHES cast by the
"EATONIA"
WATERCOOLED PROCESS

have been chosen for the new

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We are proud to be associated
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YORKSHIRE ENGINEERING SUPPLIES LTD.
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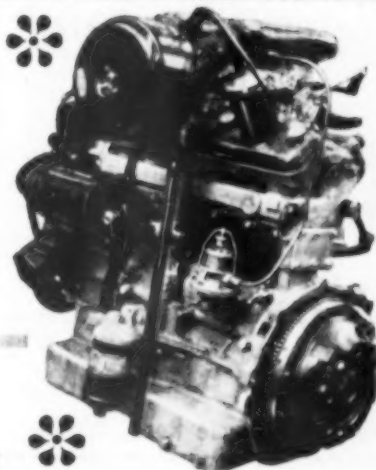
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ARE FITTED ON THE NEW

Bristol 403 Saloon



On the new Bristol saloon, as elsewhere, the name VOKES guarantees first-class protection against engine wear. Independent tests have shown in this connection that a VOKES air filter reduces oil consumption by 52 per cent., and cylinder wear by 76 per cent. On the same tests the addition of a VOKES oil filter proved to give even greater reductions in wear and running cost. VOKES Limited are proud to have been associated with the Bristol car since its inception and to have contributed by protection of the engine to the many remarkable successes achieved by the Bristol 403's predecessors.

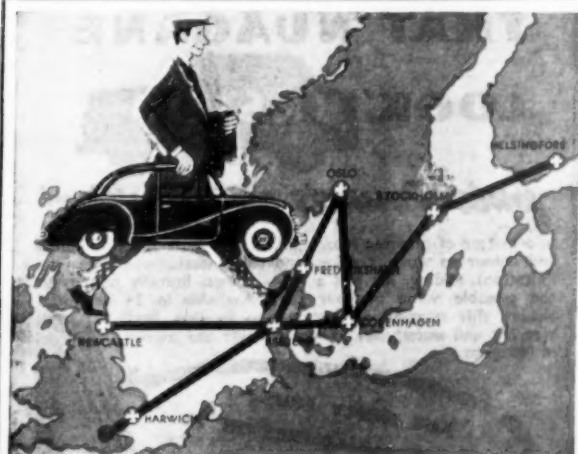


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the shortest sea routes
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From Harwich: Mon., Fri.	12.30
Tues., Thurs., Sat.	17.30
From Esbjerg: Mon., Tues., Wed., Fri., Sat.	17.30
Crossing: 19 hours	

Reservation of cars must be made in advance. Tickets and further information from the travel agents and:

LONDON:

The Danish Tourist Bureau Ltd.
71/72 Piccadilly, W.1. Tel.: Regent 3221
Telegrams: Dantour

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From Newcastle: Tuesday and Saturday	12 noon
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Crossing: 24 hours	

NEWCASTLE:

Nielsen, Andersen & Co. Ltd.
2, King Street, Newcastle-Upon-Tyne 1, Tel.: 21587
Telegrams: Nielsens

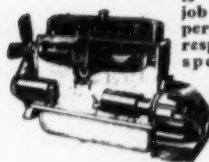
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Covers all models of Vauxhall and Bedford. Every HML rebuild is a factory-precision job and will give as new performance in every respect. Built by HML specialist engineers

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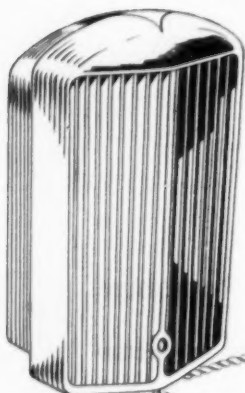
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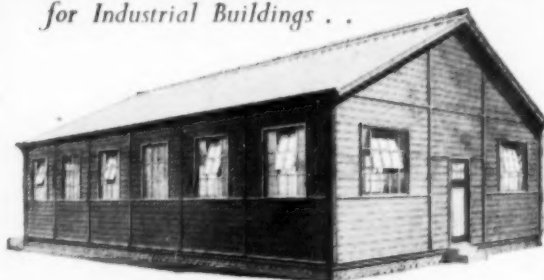
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Autocar May 15



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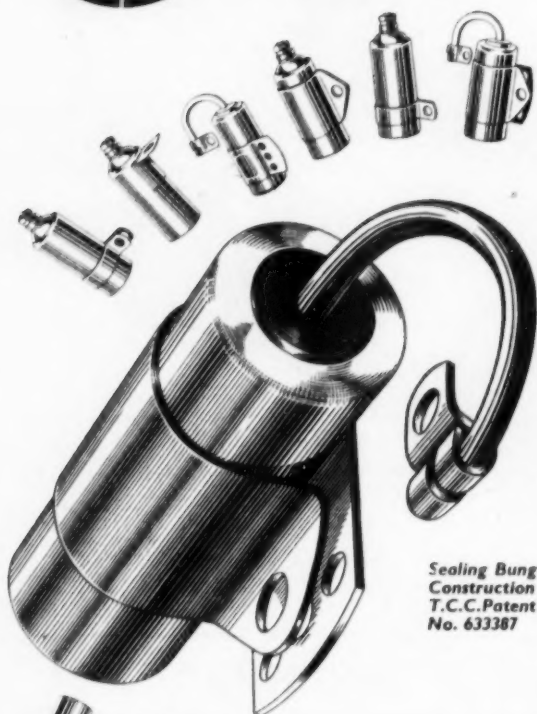
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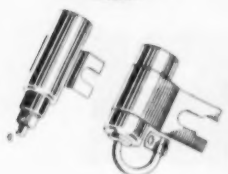




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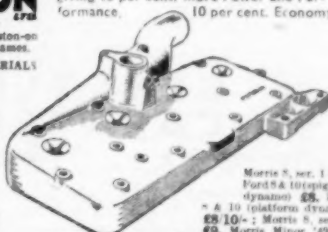
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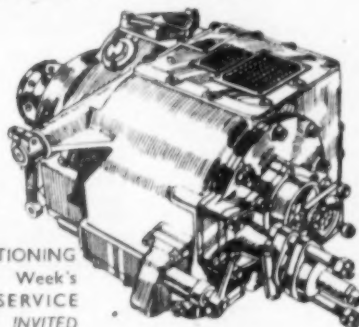
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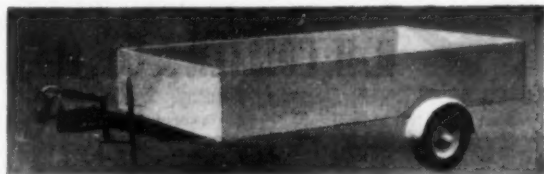
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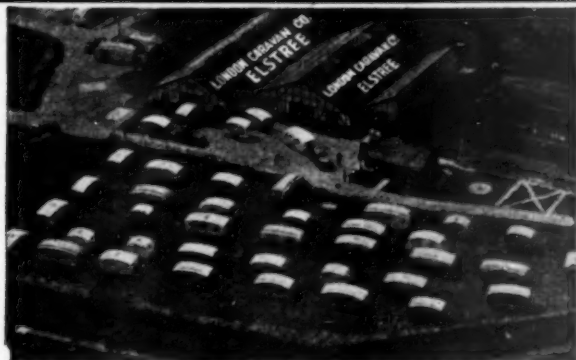
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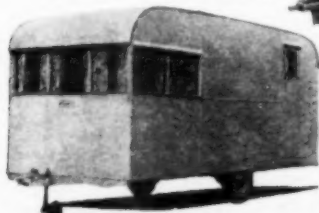
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# The Autocar

FOUNDED 1895

No. 2998

Friday, May 15, 1953

Vol. XCVIII

## Stunts

**W**ITH the revival of the necessity to sell cars as opposed to allocating them to clamouring customers, the "stunt" is growing in popularity. It may be generally defined as any attempt to prove that a certain product is the best in its class.

This is healthy competition, and we should be the last to want to suppress it. None the less, we feel that it is time some supervision was exercised over exploits on which it is intended to base extravagant claims, for in many of them the opportunities, if not to deceive, are at least plentiful by which to present a picture in colours that glow rather more brilliantly than life. To take a simple example, a car that travels from Patagonia to Peru at 50 m.p.h. has made an impressive performance; but that performance becomes far less impressive if it is learned that half-way through the ordeal a new engine was installed.

It is, in fact, official observation that is required, the observer to make his private report following the completion of a stunt, and the supervising body then to make public a report. With the full knowledge thus provided motorists will be able to view the subsequent publicity in a more searching light. It will quite reasonably be objected that there is often no means whereby an observer can be carried on such exploits, but, in return, it would be equally reasonable for the firm concerned to permit authorized sealing of components vital to the type of test being undertaken.

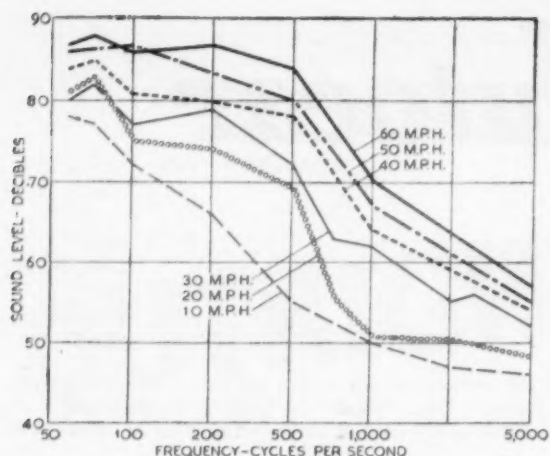
As already stated, we welcome these exploits as healthy competition, but we would make one further point. During the sporting year there is an event to suit every kind of car made, victory in which is achieved only by surpassing the performance of comparable cars from rival firms. The nature of such a victory must mean that it carries far more prestige than the individual exploit, carried out unobserved and not subject to authorized control.

## Curtain Raiser

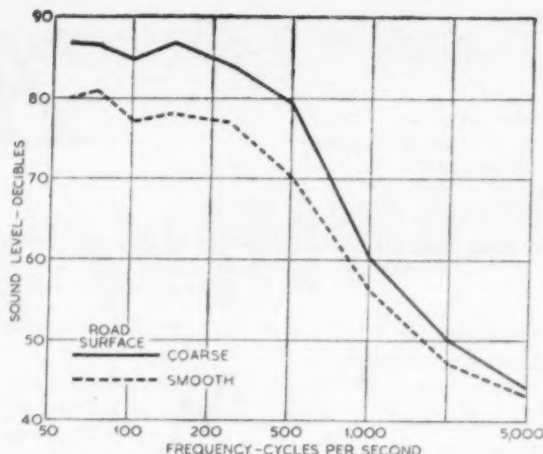
**T**HE first big race meeting of the year in this country, at Silverstone last Saturday, was disappointing for those who hoped that the new season would bring a change of fortunes. The Italian Ferrari factory sent over two cars, one for the sports production car race and one for the International Trophy race, and won them both with almost contemptuous ease; J. M. Hawthorn's first-class driving served to emphasize their superiority. A game second in the International Trophy race came the Connaught driven by R. Salvadori, this car's performance being partly owed to a petrol injection system instead of normal carburation.

The lesson of these results is that the lamentable gap in engine design between Britain and Italy has not been lessened during the past winter. Ferrari victories have been so consistent that their lead is established beyond doubt, and although Alfa Romeo and Mercedes, if not Maserati, are expected to reduce it eventually, he would be a bold man who asserted that Britain was about to do so. More's the pity, for British engineering prestige is inevitably lowered in the eyes of the hundreds of thousands who now attend motor races, even if her sporting spirit in continuing to try to win is appreciated. Knowledgeable enthusiasts will continue to give unstinting admiration to the few small firms who strive to compete with the Continental designers, while grudging the public money that goes to explain the British way of life to the Eskimos when its more practical expenditure might help to maintain that way of life by increasing the sale of British cars.

On the less serious side, Saturday's organization left something to be desired. Traffic dispersal was slow, cars being held in interminable queues; the "deadhead" percentage had increased enormously, and "guests" sometimes wandered to and fro on the track during races. Moreover, the army of police and commissionaires, with their ruthless "seeding" of passes, was so intimidating that enjoyment of what was, after all, a good day's racing was marred by the irritations of a too-generous hospitality and its inevitable consequences.



Different types of road surface produce a marked change in sound level, especially at the lower frequencies where road noise is most predominant.



A typical result obtained by using the octave band method of measurement in a car. It shows how noise intensity increases with speed but maintains the same characteristics.

## The Noise Problem

### CAUSES AND EFFECTS OF THE PHENOMENON OF ROAD ROAR

By G. S. Sharpe, A.M.I.Mech.E., M.S.A.E.

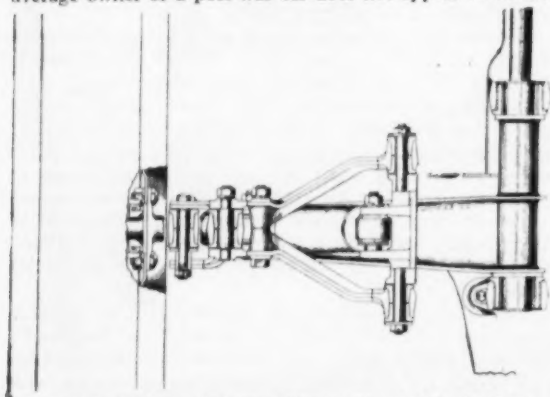
IT is generally agreed that greater technical knowledge and improvements in production techniques have made the present-day quantity-produced car a far more desirable vehicle to drive or travel in than its pre-war counterpart. In particular, suspension, steering and general road holding are very much improved and engine output has been stepped up. But increased attention is now being drawn to the noise problem, and although it is frequently referred to, very little information is given as to its true character. The problem is one of eliminating or at least reducing those sounds which come under the general heading of body noises, the most predominant of which is the phenomenon of road roar.

If noise is defined as unwanted sound then it may be questioned that a problem does, in fact, exist, because the average owner of a post-war car does not appear to be dis-

turbed or annoyed by any undesirable sounds. These sounds are, nevertheless, present, and vary in intensity in cars of different makes and types. In some they are bad enough to prevent normal conversation when travelling at certain speeds on certain types of road surface. In the majority it is fortunately not as bad as that, but noise need not reach this intensity before it can be defined as objectionable. For psychological reasons, however, a noise which is objectionable to one person may not be to another. To a certain type of enthusiast, what is still often called a Brooklands silencer and a 10in fishtail are essential to pleasant motoring, whilst the sound is sufficiently shattering to cause distress to more normal beings.

Again, it can be a matter of taste, and it may be said that if silence is desired then it must be paid for by buying an expensive car. But at the present stage of development it is almost impossible to buy a low- or medium-priced car possessing the same degree of freedom from road noise as a car in the equivalent price range before the war. However, the fact that the pre-war car did not suffer so prominently from road roar was largely an accident of design and it is not true to say that it is only because present-day engines and transmissions are so much quieter that this road noise now predominates. In fact, any extra virtues which new cars have in this respect are almost entirely negated by the increase in road noise.

Noise is high-frequency vibration and, as a general rule, vibrations at frequencies below 20 cycles per second cannot be heard, but they begin to be felt. Road roar is thought, by most of those concerned with the problem, to be caused by vibration of the air mass inside the body, excited by the body structure to which it has been transmitted from the road surface. Most noise in car bodies has been found to be at frequencies of between 50 and 300 cycles per second and if there is any peak it is usually between 100 and 150 cycles. But it must be remembered that low-frequency noises of this order tend to mask sounds of higher frequencies; it has been suggested, therefore, that if the low-



One of the few cars that use rubber at all points in the front suspension linkage is the Jowett Javelin. The bushes are of the Metalastik bonded cone type.

frequency road roar is reduced, the higher-frequency sounds from panel resonance or wind noise, for example, might then be more obvious; furthermore, these might be even more objectionable to the ear. Surely, if noise in cars is to be reduced at all, then the predominant low frequencies must first be dealt with and thereafter each sound according to its objectionableness and not necessarily its intensity. Obviously, cost must be the limiting factor, but the subject is being approached scientifically by both individual manufacturers and the Motor Industry Research Association and it is to be hoped that the solution to the immediate problem of reducing road roar will not prove too costly for inclusion in the low- and medium-priced car.

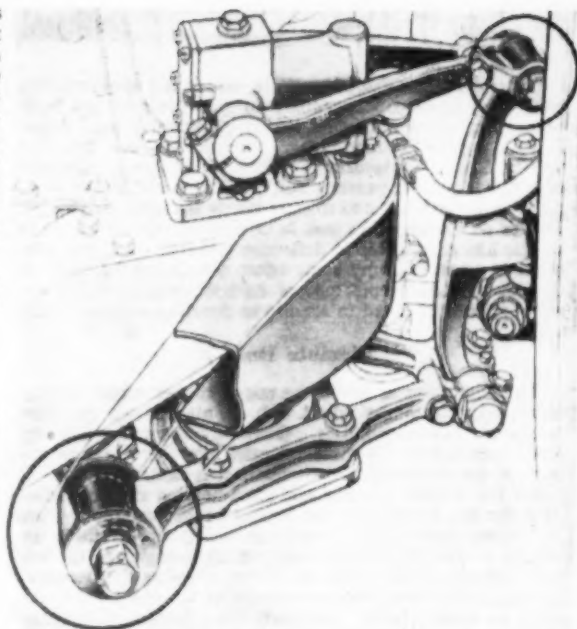
Whatever the solution, it is not going to be found easily, as will be appreciated from the following brief explanation of the main reasons for the noise increase since the war.

### Combined Causes

No single item is responsible, but rather a combination of factors, all of which have come together in the natural development of the post-war car. The two main of these are, first, independent front suspension, or, more precisely, the replacement of the leaf spring, with its inherent damping characteristics, by the coil spring or torsion bar, both of which provide a direct metallic path for the transmission of high-frequency vibrations from the wheels to the chassis frame or body, unless some form of insulation is introduced. Secondly, there is the almost universal adoption of all-steel bodies and the development of the integral body and chassis construction. Cars of this latter type are the worst sufferers and it seems that the more homogeneous the structure, the worse the noise.

For cheapness, the quantity-produced car is designed to be made from the smallest possible number of pressings welded together. The welded joint provides a more direct path than the riveted or bolted joint; moreover, the fewer the joints in a body, the more effective sound box does it become. Since it is not economical to produce a separate all-steel body which contributes little other than, perhaps, some torsional stiffness to the chassis frame, the future trend in car design in all but the higher-priced quality cars is still further towards the use of unit construction. The problem of body noise, therefore, is likely to become even more serious than it is at present and for this reason research into the subject is of the utmost importance. A further reason for this urgency is the rapid increase in the use of the tarred coarse chipping type of road surface, this being one of the worst noise producers. But it is a surface with good non-skid characteristics when wet, and an extension of its use is therefore to be encouraged.

Incidentally, the problem of noise is an international one and is not confined to British cars; they are in many cases



The most common practice is to employ rubber in the outer end of the top wishbone and at the inner end of the lower arm, as on the Austin Sheerline.

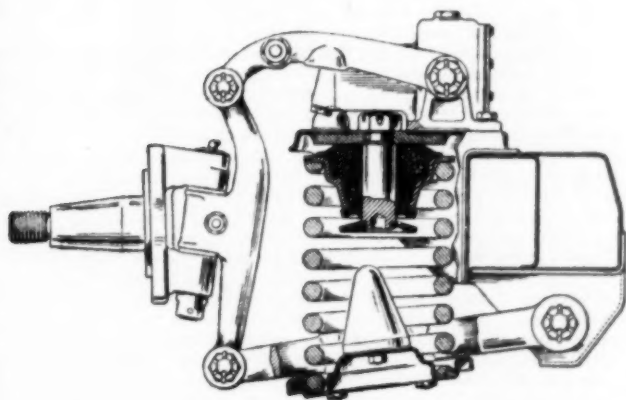
much quieter in this respect than many Continental and American models.

Before any effective steps could be taken by British manufacturers to reduce the noise level it was necessary to have some means of objective measurement of the noise. Subjective measurement by a panel of observers does not permit an accurate enough assessment of any improvements made by modification to the vehicle, and since it appears that the noise can be cured only by attention to a large number of detail points it is necessary to be able to measure the slightest change in intensity. A considerable amount of valuable work has been done by M.I.R.A. in developing a measurement technique and the difficulties involved will be appreciated from the following quotation from a Paper by Dr. J. R. Bristow, describing the work to the Institution of Mechanical Engineers.

"It is, therefore, almost axiomatic that overall noise level, that is, the summation of noise energy over the whole frequency range, as determined by simple noisemeters, can give but very limited information, since it takes no account of how the energy is distributed with frequency and, moreover, ear response is not only very non-linear with reference to frequency but also follows a logarithmic law with reference to loudness (it being a general physiological law—within certain limits—that sensation is a logarithmic function of the stimulus)."

One outstanding fact is that the frequencies at which most noise occurs are too low to be reduced by absorption within the body. The best cure would, therefore, be to prevent the transmission of these vibration frequencies into the structure; this should be done preferably as near as possible to the source, i.e., the road surface. A certain amount of faith is being put in rubber as an insulator, but rubber purely as rubber has no special virtues. According to the frequencies involved the rubber must possess certain characteristics, the main of which concern flexibility. There can be no better proof of this than that the tyre itself transmits the vibrations set up by the road surface into the vehicle structure. With regard to the possibility of the suspension itself absorbing the vibrations, it must be remembered that the noise is caused by frequencies above 50 cycles per second, and that the maximum natural frequency of any car suspension is in the region of 10 cycles per sec.

The nearest point to the noise source is, of course, in



To reduce the number of direct metallic paths for the transmission of road noise, the Silentbloc Frustacon coil spring mounting is used on the Rover.



## The Noise Problem . . . . . continued

the wheel itself. Rubber wheels, developed in Germany, have been tried experimentally in this country and have been found extremely effective in eliminating road noise. However, the German wheel, known as the Mantzel (described in *The Autocar* of March 28, 1952) was primarily developed as a suspension unit and, as such, is too complicated and expensive to employ purely as a noise eliminator. Its use as a suspension unit is at present restricted mainly by the limited amount of deflection possible. Nevertheless, there is no reason why some effort should not be made to develop a more simple type of rubber wheel in which the rubber is not intended to act also as the suspension medium.

### Flexible Hubs ?

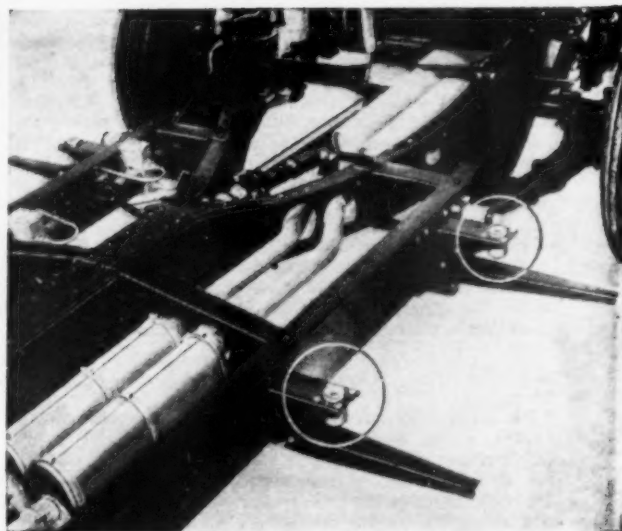
The next point at which the use of rubber might be considered is within the wheel hub. This has not yet been tried, but has possibilities. Obviously the main difficulty with introducing a flexible material into the wheel or any part of the suspension is to ensure that nothing is done to upset the normal steering and road-holding characteristics. It is for this reason that the rubber bushes commonly used in various parts of the suspension system are carefully designed to give limited flexibility at right-angles to the axis of the bush, whilst at the same time allowing the necessary torsional movement without increasing too much the resistance to wheel travel. Although these bushes were introduced in the leaf spring eyes and in the ends of front suspension wishbone arms to reduce the number of lubricating points on a car, they have been found to contribute much towards the reduction of body noise. But because of their limited flexibility it is mainly the higher frequencies from about 300 cycles per sec upwards that are affected.

Furthermore, in order to insulate completely the front suspension from the main structure, attention must be paid to all possible paths for the direct transmission of vibrations originating at the road surface. The introduction of a proprietary type of rubber bush between the top of the coil spring and the chassis frame has therefore also been found to reduce the noise level. But this again is not the complete answer, because the amount of flexibility possible in this bush also limits the insulation to frequencies above those which are most troublesome. Another point at which rubber is used is the mounting between the complete front suspension unit and the main structure where a form of unit construction is used. A greater degree of flexibility is possible here and the noise level can be appreciably reduced, but the actual position of the mounting in relation to the remainder of the vehicle, which is itself a complex flexible structure, is of considerable importance.

### Body Mountings

One final point at which rubber may be employed is in the body mountings and this applies, of course, only to cars with a separate chassis and body. It might be thought that here at least sufficient flexibility could be given, but unfortunately the body has to contribute something to the overall strength of the vehicle. Generally, the stronger the frame, the greater can be the amount of deflection permissible in the body mountings. With the exception, therefore, of a few of the larger cars with frames of strong cruciform section, most rubber body mountings have insufficient deflection to prevent the transmission of frequencies below about 300 cycles per second.

Finally, some consideration should be given to the possible use of an independent front suspension system in which rubber is the main springing medium, because this is one of the most likely methods of reducing road noise to an acceptable level. Although a new single-decked bus, which may shortly go into production, is equipped with all-rubber suspension (that at the front being independent), it is not so easy to design a rubber i.f.s. unit for cars. Despite the fact that much lighter loads are involved, the same amount of wheel travel is necessary and this brings in the difficulty of producing a sufficiently flexible yet stable rubber unit. In



Another point at which rubber may be used for insulative purposes is in the body mountings, but this is not possible on cars of integral construction.

the heavy vehicle design a number of rubber discs loaded in shear and compression form the spring and if a unit of this type is scaled down for a car it behaves much the same as would a long thin coil spring and buckles under load.

Most of what has been said applies to noise coming from the front wheels, but it should not be inferred that no noise is transmitted into the body from the rear axle. The percentage is small, however, because the leaf spring with its rubber-bushed eyes is an effective damper; the spring dampers themselves are also mounted on rubber. As noise from the front wheels is reduced, that from the rear becomes more obvious, but the level of noise from the rear axle is not sufficiently high to be termed objectionable in the lower-priced range of cars.

### Tympani

Little reference has been made to panel drumming and resonance because it is known that these are not the cause of the main noise. Neither is it difficult to cure such trouble. Most panels are curved and their natural frequency is therefore high, so that compositions such as Bittac and Underseal prove effective as deadening materials. If panel resonance were the main source of the noise it would be possible on test to pick out the frequency at which each panel moved, but this has not been found to be so by the M.I.R.A. research engineers.

Although body shape, and the position of the passengers' heads in relation to low-frequency sound waves within the body are of importance, any recommendations of a research department on this subject would probably not make any great impression on the stylists or sales department.

It is, perhaps, fortunate that the ear becomes so accustomed to any noise to which it is continually or frequently subjected that the noise is no longer consciously heard. But it is a fact that noise is fatiguing and that its presence in many modern cars has therefore some bearing on road safety. Furthermore, warnings of impending danger on the roads are frequently audible ones, and the hearing can be impeded by road noise within the vehicle and, in addition, temporarily dulled by it. For the benefit of the critics of car radio, the same does not apply, because the sound produced is of a totally different character; moreover, it has the completely opposite effect and keeps drivers' hearing more consciously alert. Incidentally, if a radio is in use, varying road noise intensities at different speeds and on different surfaces make necessary frequent adjustment of the volume control. "Fit a radio" is not, therefore, the simple answer to the noise problem.



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# JAGUAR WINS SILVERSTONE

("DAILY EXPRESS" INTERNATIONAL MEETING)

## Production Touring Car Race

**1ST** STIRLING MOSS  
*Mk. VII Jaguar Saloon*

Establishing new lap record  
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*(Subject to official confirmation)*

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# DAILY EXPRESS MEETING SILVERSTONE

## INTERNATIONAL TROPHY RACE

**1st FERRARI - - - - Mike Hawthorn**

## PRODUCTION SPORTS CAR RACE

**1st FERRARI - - - - Mike Hawthorn**

**2nd FERRARI - - - - Tom Cole**

**3rd ASTON MARTIN - Reg. Parnell**

## PRODUCTION TOURING CAR RACE

**1st JAGUAR - - - - Stirling Moss**

**2nd RILEY - - - - G. H. Grace**

*(Subject to official confirmation)*



and fuel by **SHELL**

# Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

## Plate Ethics

THE ethics of competition number display are fairly well known and accepted; but what are they in relation to rally plates? I was musing on this question the other day, because my car was decorated with them. On the comparatively rare occasions when this happens I never know quite what I ought to do about mounting them.

They are not, needless to say, competition number-bearing plates, and the nature of my rally duties usually means that I leave in advance of the actual start of the event. Ought I, therefore, to wait until zero hour for the competitors before mounting them? The trouble is that I do not give myself much time in which to do such things, and I dislike a scruffy mounting of the plates, which usually means that halfway through the event



Perishers.

they are hanging by a piece of string, if not missing. There is the alternative of covering them with hessian or brown paper, and ripping that off at zero hour. On the other hand, zero hour for me is when I begin the actual trip to fulfil my rally duties, such as they are.

Not minding very much what people think, I am afraid that I suit myself and mount the plates firmly the night before leaving on the event. I cannot be bothered to cover them up with something, but in return for the interest that they always arouse I drive with special decorum, so that none may say, "Another of those perishers speeding." After the event, the procedure is reversed (not the decorum).

## Affront

IT is always an annoying experience to be reprimanded by the police—or, for that matter, by members of the public who take it upon themselves to act in that capacity—when one is under the impression that one's driving is beyond reproach. It is even more annoying when one is told off for breaking a non-existent regulation.

A colleague was recently entering

London along Finchley Road, parts of which are badly lit; side lights, in these circumstances, are lost in the mass of street lights, shop windows and so on. He therefore drove with his head lights on, but in the dipped position. It was not long before an angry face leaned out of a police car and told him to "Turn those head lights off—don't you know that it's illegal . . . etc."

It is high time that a ruling was given on this controversial subject. The Road Research Laboratory (and others) recommend that, in conditions of poor street lighting, dipped head lights should be used in the interests of safety; where streets are fully lit, of course, a car with no lights at all is clearly visible.

## Corkscrew

THERE really is a sign—in the Sinai Desert, I am told—which reads, "Bends for the Next 40 Miles," so that Barry Appleby's illustration on page 532 of the April 26 issue was no exaggeration. Barry pitched his figure ten miles too low.

## Turbines

OF interest on a subject about which information is still scanty is this comment by the managing director of Power Jets (Research and Development), Ltd., to the Society of Engineers, on gas turbines.

**Road Transport:** Gas turbines are on their way into road transport. They can and will beat the diesel engine in many important respects. I deny the dogma that they will be uneconomic in fuel. This dogma presupposes a limitation (that of bad part-load performance) which is not inherent. I expect soon to see a gas turbine yielding good efficiency at 15 per cent to 20 per cent of its full power and only slightly less efficiency at 100 per cent. It will be—as I expect most fairly small units will be—a centrifugal-centripetal machine.

## Propaganda

I THINK nothing of a grim little poem by John Arlott, just published in book form and entitled "Death on the Road," for all its humour and good illustration. It is an attempt, says the blurb, to return to the broadsheet. In that case, say I, devote the attempt to trying to obtain safer roads, not to pointing a priggish moral about fast driving. "To John Betjeman," reads the dedication, "this grotesque drive which deplorably—even fatally—failed to allow for the appreciation of landscape or architecture." The appreciation of landscape and architecture does not, dear John Arlott, conduce to safe driving at any speed. Stick to cricket.

## Officialdom

THE system whereby white coated and capped figures escort children over zebra crossings is admirable—unless it lulls the children into a sense of non-existent security. But the self-imposed and unofficial duty which some of these people perform—that of escorting grown-ups across under a notice bearing the ludicrous legend, "Danger, children crossing"—should cease.

## Tyres

I AM not convinced that the introduction of the fifth tyre into the change-round system is altogether a good thing; it seems merely to complicate matters. You are left, ultimately, with five tyres, roughly speaking equally worn. So you buy four and restart with a poor spare. Then what? Rotate four and arrive eventually at the *status quo ante* purchase? Presumably, but I don't care for the poor spare amongst such good company if you have a puncture early on. It is unbalancing and is one-quarter treachery.

The other way is to rotate four and leave a good spare, and the refinement on this, suggested by the service manager, is to let one tyre take the worst of it towards the end of its life by being used on the left-side front, then to buy one new tyre and to put that and the spare on the front wheels. You now have two good front tyres,



Change-round.

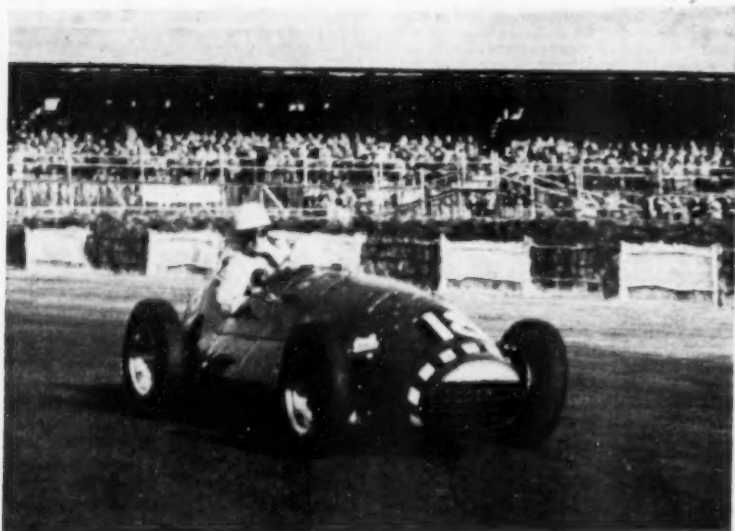
two poorish back ones and an equally poor spare. Thus the business end of the car is well protected, and even if the spare has to go on a front wheel owing to a puncture there are the limitations at the back to prevent one from being caught by it, the back being likely to slide first. Ultimately the poor spare is replaced by a new tyre, and when the back ones are in need of renewal one new one is bought, the new tyres go on the front, the fronts at the back, and a poor spare is left again to be ultimately replaced. But this way you need never get one weak link amongst four temptingly strong ones.



The start of the final of the International Trophy race, with Stirling Moss streaking away in the new Cooper-Alta to snatch a momentary lead from Wharton's Cooper-Bristol. They were, however, both passed by Hawthorn's Ferrari and de Graffenried's Maserati after the first corner.

## INTERNATIONAL SUNSHINE

BRILLIANT WEATHER ENHANCES GOOD RACING AT SILVERSTONE  
INTERNATIONAL TROPHY MEETING



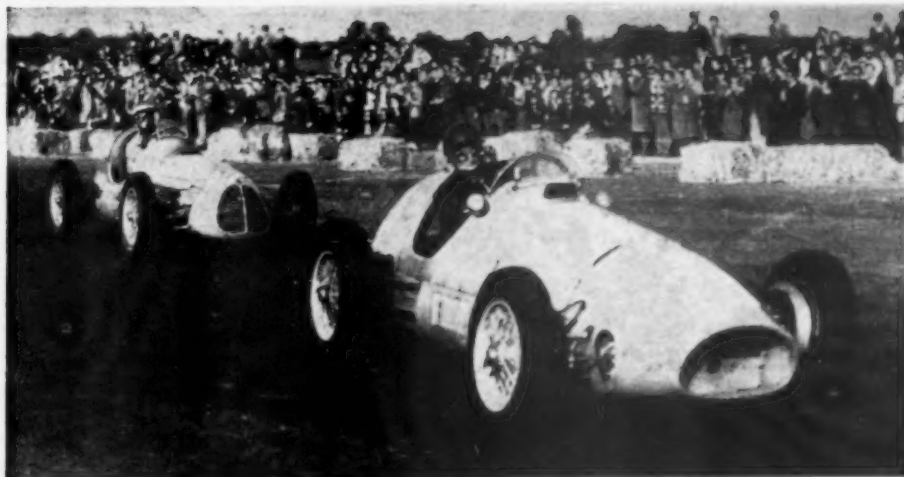
Roy Salvadori drove a fine race in the Connaught to finish second in the final; here he is rounding Stowe Corner in front of the south grandstands.

ONCE again, the popularity of motor racing in this country was amply demonstrated last Saturday, when an enormous crowd attended the B.R.D.C. *Daily Express* International Trophy meeting at Silverstone. The weather was perfect, and an extremely fine day's racing ensued, in which the principal honours went to Kieft in the formula 3 race, Jaguar in the Production Touring Car race, and Ferrari in the Production Sports Car race and the main event, the International Trophy race for formula 2 cars. Other *marques* which achieved distinction in the production car events by class wins were Dyna Panhard, M.G., Bristol, Riley, Cooper-M.G., Cooper-Bristol and Aston Martin.

The victory of Stirling Moss in the touring car event was the more notable for the fact that two days beforehand this brilliant young driver had crashed badly while practising in a C-type

Further pictures appear on  
pages 668-669





Baird's Ferrari leads Bira's Maserati into Stowe Corner in the International Trophy final.

Jaguar for the sports car event. Although he suffered from slight concussion and was very badly bruised and strained, he insisted on competing in all but the formula 3 event, achieving a second place in one heat for the International Trophy race in addition to his success in the Jaguar saloon—a great display of courage and nerve.

All in all, this meeting produced an excellent day's racing, with many closely fought battles and something of interest for the enthusiast for almost every type of racing. Although victory in the main event went not unexpectedly to the works Ferrari driven by Hawthorn, the Connaughts acquitted themselves very well to finish second and third, while Wharton's Cooper-Bristol also showed a fine turn of speed before trouble beset it in the final. Aston Martins are also to be congratulated on their fine showing in their unequal struggle with their larger-engined Ferrari opponents in the sports car race.

THE practice days for the meeting were full of interest. Surprisingly, the works Ferrari did not put up the fastest practice lap among the formula 2 cars,

being beaten by both de Graffenried's Maserati (now fitted with the very latest 180 b.h.p. edition of the six-cylinder engine) and Wharton's Cooper-Bristol, now with preselector gear box and going faster than ever before. Kieft produced a new Butterworth-engined formula 2 car, but this was in trouble with roadholding problems, while Paul Emery's new Emeryson (with lined-down Aston Martin engine) was also not *au point*. Among the sports cars, Hawthorn's 4.1-litre works Ferrari was very fast indeed, while Moss was 2 sec per lap slower with the fastest Jaguar until his accident; this occurred at Abbey Curve, when the Jaguar got out of control as it crossed the change of surface at that point, spinning round and finally digging one wheel into the ploughed field and overturning. Moss was trapped underneath, his crash helmet being split open; he was taken to Northampton hospital, where he was found to be suffering from slight concussion, although miraculously no bones had been broken. Other excellent sports car performances were put up by the Aston Martins, Alan Brown's Cooper-Bristol and the new M.G.-engined Kieft sports cars of the Monkey Stable.

Packed stands, and the huge crowds which had gathered so very early, greeted the first of the day's competitors—the drivers in the formula 3 500 c.c. race. At first there was natural dis-

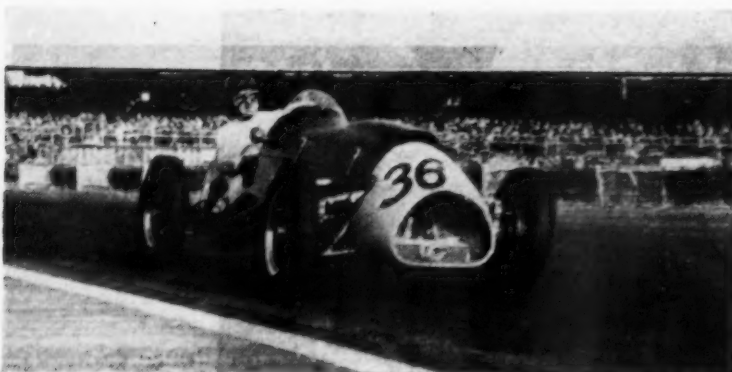
appointment when Moss (not fit enough to enter in every race in which he had planned to compete) was announced a non-starter, but the race proved so exciting from start to finish that nothing of this sort mattered after the fall of the flag.

Surprise man was R. G. Bicknell, with the Staride, which is now going very well indeed. In the first practice period he and Don Parker (Kieft) had achieved an equal best time of 2 min 3 sec (85.67 m.p.h.) and as the flag went down to start the race itself both tore away in front with D. A. Clarke pulling up well from the second row to get behind them, and E. Brandon, G. Wicken and C. Headland going well but separated from the leaders by a fair-sized gap. But by the end of two of the 15 laps Clarke was already making a pit stop and losing his chance of success, and Brandon had pulled right up with the two leaders, of whom Bicknell was now in front.

Another lap and it was Parker's red Kieft in front again, and these three cars were going round at a furious pace, steadily leaving the rest of the field. For two more laps this order held with S. Lewis-Evans fourth (after L. Leston went out of the running on the fifth lap), K. W. Smith fifth and D. Truman sixth. Alan Brown had retired on the third lap. At the end of seven laps Bicknell was back

Mike Hawthorn, hero of the day, brings the winning Ferrari round Abbey Curve in the final event, past a somewhat battered course-marking oil drum.





A low-angle shot of Ken Wharton in his very fast Cooper-Bristol on the apex of Stowe Corner; he chased Hawthorn very hard in the second heat, but had trouble in the final.

## INTERNATIONAL SUNSHINE . . . continued

in the lead, to be passed by Parker on Stowe Corner but to lead yet again by the end of the eighth. Brandon was still tight up in third place, and the race was developing into a three-man show, with S. Lewis-Evans and Don Truman having a battle of their own for fourth place well back.

### Shot Bolt

So it went to ten laps, two-thirds distance, with the crowds realizing that they had achieved their object of seeing racing at its very best—for this was intensely exciting. But on the tenth lap Brandon, doing his utmost, spun round; and although he carried on without losing his place, the pace was much too hot for him to be able to offer any further real challenge to the other two. On the same lap Parker recaptured the lead and now the two leaders were going round almost touching at times. The next lap saw Bicknell in front again—and two laps later—the 13th—Parker was back in the lead! It was utterly impossible to make any forecast, for there was never more than a length or two between them. At the end of the 14th lap, with just one to go, Parker held the lead, and as they hustled past the stands there was still no answer to the question "who would it be?"

And it was the red Kieft, with Bicknell no more than two lengths behind, over the finishing line.

### RESULTS

Lap distance 2.927 miles  
500 c.c. race (15 laps)

1. Kieft (D. Parker), 51m 14s, 84.54 m.p.h.;
2. Staride (R. G. Bicknell), 51m 15s, 84.25;
3. Cooper (E. Brandon), 51m 55s, 83.50;
4. Cooper (D. F. Truman), 51m 38s; 5. Cooper (S. Lewis-Evans), 51m 50s; 6. Kieft (C. Headland), 52m 5s; 7. Cooper (N. Sanderson), 52m 6s; 8. Cooper (G. Wicken), 52m 8s; 9. Mackson (A. D. Gill), 53m 15s; 10. Wasp 500 (E. J. Moor), 1 lap behind. Fastest lap: Kieft (D. Parker), 2m 2s. 86.37 m.p.h. (All the above cars were powered with Norton engines.)

Next came the first heat of the International Trophy race, in which the starters included the Maseratis of de Graffenried and Bira, the Ferraris of Tom Cole and Rosier, the Connaughts of Rolt, McAlpine, Claes and Scott-Douglas, the Cooper-Bristols of Gerard, Brandon and Jacques Swaters, Stirling Moss' Cooper-Alta and the works Gordini of Roberto Mieres.

Gerard jumped the start, and although he stopped immediately and waited for the field, he was penalized one minute for this offence. Moss and de Graffenried reached the first corner together, but at the end of the first lap the latter had a definite lead, which he never looked like losing. But Moss clung on grimly, never being more than 8 sec behind and reducing the gap to less than five seconds at the end of the fifteen laps. Rolt and Bira duelled

for third place, the Maserati eventually pulling away; the Gordini fell out with engine trouble, and McAlpine took fifth place. So this was not too discouraging a result from the British point of view, although there was the probability that de Graffenried could go faster, as he had not approached his best practice lap speeds.

### International "Daily Express" Trophy

#### Heat 1 (15 laps):

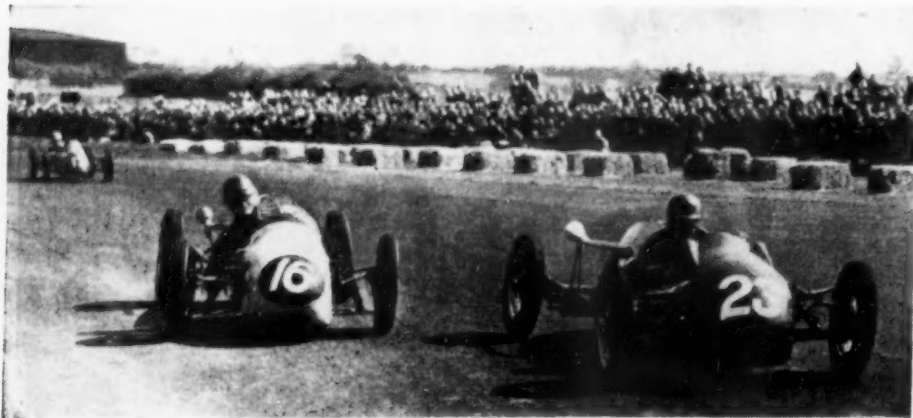
1. Maserati 1,900 (E. de Graffenried), 29m 59s, 90.89 m.p.h.;
2. Cooper-Alta 1,950 (S. Moss), 29m 4s, 90.63;
3. Maserati 1,900 (B. Bira), 29m 21s, 89.75;
4. Connaught 1,960 (A. P. R. Rolt), 29m 27s; 5. Connaught 1,967 (K. McAlpine), 29m 54s; 6. Ferrari 1,900 (L. Rosier), 29m 55s. Fastest lap: tie between Maserati (E. de Graffenried) and Cooper-Alta (S. Moss), 1m 54s 92.45 m.p.h.

After the roar and tumult of the previous race, by way of a complete contrast the next event was a 17-lap race for production touring saloons. The field was divided into five classes, for cars ranging from the big 4,375 c.c. Allard of F. G. Curtis down to E. J. Newton's little 743 c.c. Renault; the classes were run off together and there were two non-starters.

At 12.30 p.m. the starter's flag dropped and the drivers sprinted across the track to the machines, which were lined up along the pits for a Le Mans-type start. Instead of being deafened by the noise the crowds continued to chatter as the cars moved off, with a good deal of tyre squeal. Stirling Moss, despite stiffness and bruises from his accident during practice, out-sprinted the lot and was away first to take the lead, which he held till the finish, in the Mark VII Jaguar; bringing up the rear was V. W. Derrington's little Renault, which was slow in starting. At the end of the first lap Moss came swishing round Woodcote leading Dunham's 3-litre Alvis; G. H. Grace's 2½-litre Riley was hard on his heels and the battle between these two—Dunham and Grace—for leadership in the 2,000-3,000 c.c. class developed into the highlight of the race.

### Changing Fortunes

By the end of the third lap Moss had lapped Derrington's Renault; D. G. Dixon's Jowett Javelin was considerably bent around the front. Subsequently, in the tenth lap, he was shown the black flag and drew into the pits in the following lap. The Dunham-Grace duel was developing splendidly; first one and then the other took the lead with the following car just about as close as it was possible to get. Both were leaving the braking to



The feature of the formula 3 race was the duel between Bicknell's Staride and Parker's Kieft. Here they are going into Beckett's Corner wheel to wheel, with Brandon's Cooper some lengths behind.

Winner Stirling Moss in the Mark VII Jaguar saloon laps Sparrowe's fast Morris Minor as they come out of Woodcote Corner in the Production Touring Car race.

the latest possible moment and their combined cornering gave the crowds all the excitement they wanted. By the sixth lap the average speeds of both cars were 71.01 m.p.h., so close together were they, and Moss' average in the Jaguar was only 2.37 m.p.h. faster.

In the sixth lap, too, Gordon Wilkins' Dyna Panhard took the lead in the 750-1,100 c.c. class from L. Potter's similar car, which subsequently retired in the eighth lap, and Derrington's Renault came in for a brief pit stop; another eighth lap retirement was F. G. Curtis' Allard. By the eleventh lap Moss' average had increased to 74.26 m.p.h., and the combined Grace-Ducham average to a little under 72 m.p.h. with only 0.5 sec daylight between the two cars. A further four laps put Grace in the lead by about a second and he held this position till the finish, though not without considerable and spirited efforts on Dunham's part to dislodge him. By now Moss had succeeded in breaking the lap record for touring cars, while G. Trouis' 1,221 c.c. Simca was getting slower and slower and sounding unhealthy. Tony Crook's handling of the Type 400 Bristol was beautiful. Unfortunately, though he was leading his class, he was penalized to the extent of one minute for jumping the start (literally, as he started running) and this lost him his position to P. D. Buckley's similar car.

### Well in Front

So the race went on, with Moss steadily lapping the field until, at the finish, he had lapped all but three cars; the class leaders after the eleventh lap remained unchanged, and the enterprising driving of the three 2½-litre Rileys by G. H. Grace, A. P. O. Rogers and G. Gelberg won them a well-deserved team prize.

#### Production Touring Car Race (17 laps)

##### General Classification:

1. Jaguar 3.442 (S. Moss), 40m 7s, 74.42 m.p.h.; 2. Riley 2.445 (G. H. Grace), 41m 4s, 72.95 m.p.h.; 3. Alvis 2.995 (C. R. P. Dunham), 41m 12s, 72.44 m.p.h.; 4. P. Hitchings), 1 lap behind; 5. Riley 2.445 (A. P. O. Rogers), 1 lap behind; 6. Bristol 1.971 (P. B. Buckley), 1 lap behind; 7. Fastest lap: Jaguar (S. Moss), 2m 18s, 76.36 m.p.h.

##### Class Results:

Over 3,000 c.c.: 1. Jaguar 3.442 (S. Moss), 40m 7s, 74.42 m.p.h.

2,001 to 3,000 c.c.: 1. Riley 2.445 (G. H. Grace), 41m 4s, 72.95 m.p.h.; 2. Alvis 2.995 (C. R. P. Dunham), 41m 12s, 72.44 m.p.h.; 3. Healey 2.445 (A. P. Hitchings), 1 lap behind.

1,501 to 2,000 c.c.: 1. Bristol 1.971 (P. B. Buckley), 16 laps in 40m 30s, 69.38 m.p.h.; 2. Bristol 1.971 (T. A. D. Crook), 17 laps in 42m 0s (plus 1m penalty); 3. Bristol 1.971 (W. D. Porter), 15 laps in 40m 28s.

1,101 to 1,500 c.c.: 1. M.G. 1.250 (R. W. Jacobs), 15 laps in 40m 0s, 65.61 m.p.h.; 2. Jowett Javelin 1.496 (W. G. Wright), 15 laps in 40m 17s; 3. M.G. 1.250 (G. E. Phillips), 15 laps in 40m 25s.

750 to 1,100 c.c.: 1. Dyna Panhard 850 (G. Wilkins), 15 laps in 41m 51s, 62.95 m.p.h.; 2. Morris Minor 919 (J. M. Sparrowe), 14 laps in 40m 10s; 3. Renault 745 (E. J. Newton), 14 laps in 41m 47s.

Team Prize: Riley team: G. Gelberg, A. P. O. Rogers, G. H. Grace.

In the ensuing interval, Goldie Gardner made a demonstration run of two laps in his famous record-breaking M.G., accompanied on this occasion by a 1½-litre saloon M.G. (in the hands of M.G. technician Sid Enever) of the type in which Goldie had achieved over 100 m.p.h. on the Jabbeke motor road in Belgium three years ago.

Then came the second heat of the formula 2 race, and this brought out Mike



Hawthorn in the lone works Ferrari. Ranged against him were the Cooper-Bristols of Wharton, Bryde and Sanderson, Whitehead's Cooper-Alta, the Connaughts of Salvadori and Coombs, the Gordins of Trintignant and Schell, the H.W.M.s of Macklin and Collins, and Baird's Ferrari (among others); this heat had 15 starters against 20 for the first heat, but was not to lack excitement on that score. Wharton and Hawthorn made all the pace, and although the Ferrari stayed in front throughout, Wharton at times was so close that Hawthorn never had any respite; the very dark green Cooper with the yellow nose was always at his tail to harry him. Whitehead went well, but Salvadori eventually passed him to finish third. Trintignant fell out with transmission trouble; Chiron's blue Osca went well, however, and took fifth place in front of Baird.

#### Heat 2 (15 laps):

1. Ferrari 1.980 (J. M. Hawthorn), 28m 25s, 92.81 m.p.h.;

2. Cooper-Bristol 1.971 (K. Wharton), 28m 24s, 92.75;

3. Connaught 1.967 (R. Salvadori), 29m 15s, 90.16;

4. Cooper-Alta 1.992 (P. Whitehead), 29m 25s, 89.56 (L. Chiron), 29m 52s, 6. Ferrari 1.980 (W. R. Baird), 29m 41s.

Fastest lap: Ferrari (J. M. Hawthorn), 1m 51s, 94.93 m.p.h.

Before the next event, a display of trick motor cycle riding was given in front of the pits by men of the Royal Signal Corps, who performed shattering and extremely dangerous-looking evolutions with apparent unconcern.

Four classes embracing most of the world's best sports cars made up the field for the 17-lap Production Sports Car race, started on the dot at 3.20. In the over 3-litre class were the works-entered Jaguar XK120C cars of Walker, Moss and Rolt, the works Allards of Sydney Allard and P. Fotheringham-Parker, more Jaguars, and the 4.1-litre Ferraris of Tom Cole and J. M. Hawthorn. On paper Hawthorn looked the most likely winner, with Moss the most likely challenger.

But in the 2- to 3-litre class were the works Aston Martins of Parnell, Collins and Duke, who were also possible for an outright win. In the 1,500 c.c. to 2-litre class were Wharton in the new Frazer-Nash coupé, a works entry, and Alan Brown and T. A. D. Crook in Coopers. And in the 1½-litre class were two Porsches, the Monkey Stable team of three of the new M.G.-engineered Kieft sports cars, and F. C. Davis' very fast Cooper-M.G.

With the fall of the flag drivers raced to their cars in the Le Mans-type start, used so frequently in sports car events.

Moss was away first, but Hawthorn quickly took the lead in the Ferrari which he had driven in the Mille Miglia and stayed there through to the finish. Moss, obviously shaken up after his crash in practice, fell back rapidly—but Parnell really showed the paces of the 3-litre Aston Martin DB3 in its 1953 form. In two laps he was in second place, where he stayed until the eleventh lap, when Tom Cole pushed past with the 4.1 Ferrari, also fresh from the Mille Miglia—and even using the same set of tyres. Parnell, relegated to third, still pressed on, giving place to no one else. Team mate Collins took his cue, and, after a battle with Rolt's Jaguar, moved into fourth place. Although Duke fell out with clutch trouble this meant that Astons had achieved an impressive victory over the bigger Type C Jaguars, even if they were no match for the still bigger Ferraris. The Aston Martins, after all, were not even in the unlimited category!

### Visiting the Bank

S. H. Allard was unlucky enough to hit the bank, damaging the tail of his car. He restarted with assistance but achieved only 11th place. In the 3-litre class, of course, the two Aston Martins were predominant, but R. Baird's 3-litre Ferrari was going well and he staved off other opposition to take third in his class. In the 2-litre class, the position achieved by the Bristol engine was well demonstrated, for every entrant was using one. And none of the other drivers could catch Alan Brown, whose Bristol engine was Cooper-mounted. R. Salvadori, H. A. Mitchell and J. R. Stoop went particularly well to get second, third and fourth places in front of the works Frazer-Nash of Wharton.

The new Kiefts, in the 1½-litre class, although having similar engines to F. C. Davis' Cooper-M.G., could not catch Davis; but they managed second and third (J. C. C. Mayers and P. W. C. Griffith) in the class ahead of the Porsches. But the main thing, for the record, was the Ferrari - Ferrari - Aston - Aston - Jaguar-Jaguar result.

#### Production Sports Car Race (17 laps)

##### General Classification:

1. Ferrari 4.100 (J. M. Hawthorn), 55m 45s, 80.55 m.p.h.; 2. Ferrari 4.100 (T. L. H. Cole), 55m 59s; 3. Aston Martin 2.922 (R. Parnell), 54m 11s; 4. Aston Martin 2.922 (P. J. Collins), 54m 25s; 5. Jaguar 3.442 (P. D. C. Walker), 54m 29s; 6. Jaguar 3.442 (A. G. Whitehead), 54m 59s. Fastest lap: Ferrari (T. L. H. Cole), 1m 56s, 90.84 m.p.h.

##### Class Results:

Over 3,000 c.c.: 1. Ferrari 4.100 (J. M. Hawthorn), 55m 45s, 80.55 m.p.h.; 2. Ferrari 4.100 (T. L. H. Cole), 55m 59s; 3. Jaguar 3.442 (P. D. C. Walker), 54m 29s.



C. G. H. F. Dunham comes out of Woodcote Corner in the 3-litre Alvis saloon in which he duelled for much of the touring car race with Grace's 2½-litre Riley, the eventual class winner.



## INTERNATIONAL SUNSHINE . . . continued

**2,001 to 3,000 c.c.:** 1. Aston Martin 2.922 (R. Parnell) 34m 11s. 87.59 m.p.h.; 2. Aston Martin 2.922 (P. J. Collins) 34m 25s; 3. Ferrari 2.993 (R. W. Baird) 35m 20s.  
**1,501 to 2,000 c.c.:** 1. Cooper-Bristol 1.971 (A. Brown) 35m 17s. 84.61 m.p.h.; 2. Frazer-Nash 1.971 (R. Salvadori) 35m 49s; 3. Frazer-Nash 1.971 (H. A. Mitchell) 16 laps in 35m 55s.  
**1,101 to 1,500 c.c.:** 1. Cooper-M.G. 1.467 (P. C. Davis) 16 laps in 35m 26s. 79.50 m.p.h.; 2. Kieft 1.467 (P. W. C. Griffith) 15 laps in 34m 1s; 3. Kieft 1.467 (J. C. C. Mayers) 15 laps in 34m 51s.  
**Team Prize:** Ferrari team: J. M. Hawthorn, T. L. E. Coe, R. W. Baird.

Now—after the Metropolitan Police Band had played to the spectators in the pits and main grandstand area—came the eagerly awaited final of the main event. In this there were 27 starters, three short of the maximum permissible number; the front rank of the grid was composed of Hawthorn (Ferrari), Wharton (Cooper-Bristol), de Graffenried (Maserati) and Moss (Cooper-Alta), with Salvadori (Connaught), Bira (Maserati) and Whitehead (Cooper-Alta) immediately behind them. Trintignant took over the wheel of Schell's Gordini, the sole surviving representative of the French marque.

The two-minute board was raised, and engines burst into life. One minute—and Kenneth Evans mounted the starter's

dais. Tension grew as the seconds ticked by; the flag was raised, to hang for what seemed an unbearably long time—and de Graffenried jumped the start, as Gerard had in his heat! He stopped instantly, to be engulfed in the rush as the flag fell and the field shot away, but nevertheless he, too, had earned a one-minute penalty.

### Breakaway

But for the present he was all unconscious of this fact. Moss had made a wonderful start with the Cooper-Alta, beating the field to the bridge by a clear length; next came Wharton, then Hawthorn and de Graffenried. But round Copse Corner, the power of the Ferrari told on acceleration, and Hawthorn took the lead. Down they swept to Stowe, and now de Graffenried, thoroughly roused, was pressing Hawthorn hard, to pass him on the run up and round Club and lead at the end of the first lap; then came Hawthorn, Trintignant and Moss, with Wharton pressing hard. Very hard, for on lap 2 he was fourth and next time round he was third; meanwhile Moss, worried by oil

in the rear brakes, gradually dropped back behind the Connaughts of Salvadori and Rolt. On the fourth lap Hawthorn seized his chance and passed the Maserati, to lead by a couple of lengths and hold that position. Eight laps, and it was Trintignant's turn to provide the excitement; as the Gordini drifted round Woodcote, the left-side rear hub broke in two, and the wheel flew off, hitting the bank, clearing the rows of spectators and making an unauthorized entrance into a refreshment tent, where it slightly injured a spectator. Trintignant skilfully held the resultant slide and brought the car to rest on the grass opposite the pits.

### Gesture

On the sixteenth lap de Graffenried realized from a pit signal that he had been penalized for his starting misdemeanour; incensed, he brought the car in, vaulting over the pit counter and announcing his retirement in protest. At the same time Chiron came in while lying seventh, to retire with a split fuel tank on the Osca. From then on the race lost much of its excitement; Hawthorn, now securely in the lead, was content to maintain his position between 10 and 20 sec ahead of Salvadori, who had passed Wharton when the Cooper-Bristol's engine lost its crisp note—possibly the result of a bent valve. After 22 laps Rolt, too, passed Wharton, and Bira also got by before the end. Moss held sixth place for most of the race, but had to make a surprising and unforeseen pit stop for fuel after 29 laps; carburation difficulties with the new and almost untried car had resulted in a fantastically high fuel consumption. In the circumstances, to take on a five-gallon churnful and get away again in 12 sec was remarkably good—but it cost him three places. Towards the end, Bryde's Cooper-Bristol broke a fuel pipe and caught fire, the driver being slightly burned about the face.

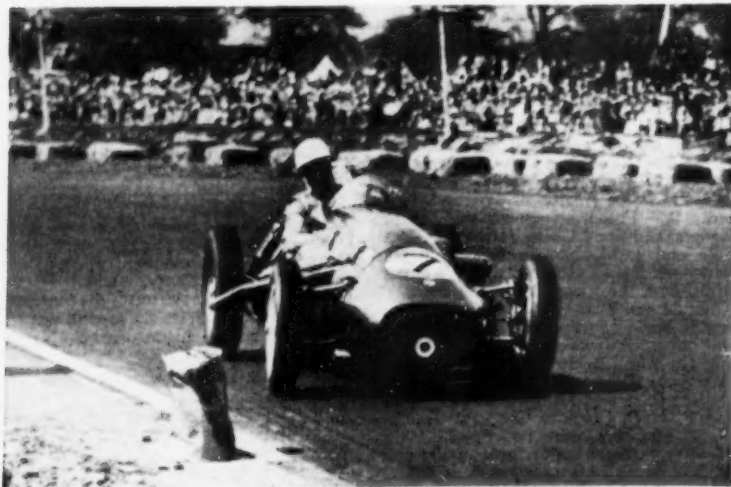
So Mike Hawthorn came triumphantly home to score a well-deserved victory at a very high average speed, followed by the Connaughts of Salvadori and Rolt. A good race, and a fitting climax to a good day; and then came the business of leaving Silverstone, which for most people proved far more difficult than reaching it in the morning. The crowds were such that the tightly packed queues in the exits did not clear until nine o'clock; but even this could not dim most people's enjoyment of a fine day's sport.

### International Trophy Final (38 laps):

1. Ferrari 1.980 (J. M. Hawthorn) 1h 6m 36s. 92.29 m.p.h.;  
 2. Connaught 1.967 (R. Salvadori) 1h 6m 46s. 92.02;  
 3. Connaught 1.960 (A. P. R. Rolt) 1h 7m 18s. 91.33;  
 4. Maserati 1.986 (B. Bira) 1h 8m 13s; 5. Cooper-Bristol 1.971 (K. Wharton) 1h 8m 27s; 6. Cooper-Bristol 1.971 (P. R. Gerard) 1h 8m 30s; 7. Connaught 1.967 (K. McAlpine) 1 lap behind; 8. Cooper-Alta 1.922 (P. Whitehead) 1; 9. Cooper-Alta 1.968 (S. Moss) 1; 10. Ferrari 1.980 (L. Rosier) 1; 11. H.W.M. 1.960 (P. J. Collins) 1; 12. H.W.M. 1.960 (J. D. Hamilton) 1; 13. Ferrari 1.980 (W. R. Baird) 1; 14. Cooper-Bristol 1.971 (N. Sanderson) 2; 15. Connaught 1.967 (J. Cies) 2; 16. Cooper-Bristol 1.971 (J. Swaters) 2; 17. Connaught 1.960 (Sir J. Scott Douglas) 3; 18. Cooper-Bristol 1.971 (E. Brandon) 3; 19. Turner 1.960 (J. H. Webb) 5; 20. H. W. M. 1.960 (P. G. Curtis) 6; 21. D.S. 1.996 (C. G. H. F. Dunham) 4.  
**Also started:** Maserati 1.986 (E. de Graffenried), Gordini 1.960 (M. Trintignant), Osca 1.986 (L. Chiron), H.W.M. 1.960 (L. Macklin), H. A. R. 1.954 (H. A. Richards), Cooper-Bristol 1.971 (A. M. Bryde).  
**Fastest lap:** Tie between Ferrari (J. M. Hawthorn) and Maserati (E. de Graffenried), 1m 51s 94.93 m.p.h.

### Winners' Equipment

1. Ferrari: Shell fuel and oil; Weber carburettor; Pimac fuel pump; Champion plugs; Marelli ignition; Houdaille spring dampers; Pirelli tyres; Borrani wheels; Frendo brake linings.  
 2. Connaught: Esso fuel and oil; Hilborn Traversa fuel injection; Plessey fuel pump; K.L.G. plugs; Scintilla ignition; Armstrong spring dampers; Dunlop tyres; Connaught wheels; Ferodo brake linings.  
 3. Connaught: As above except for Amal carburettor; AC fuel pump and Lodge plugs.



Stirling Moss corners close in at Club Corner in the Cooper-Alta during the first heat of the International Trophy, in which he took second place to de Graffenried's Maserati. He was ninth in the final.





# 2½ Litre Saloon SILVERSTONE SUCCESS

in the International Production Touring Car Race

**FIRST** CLASS D  
2,000 to 3,000 c.c.

G. H. GRACE

**SECOND** In General Classification

G. H. GRACE

**TEAM PRIZE**

G. H. GRACE · A. P. O. ROGERS · G. GELBERG

ALL driving 2½ litre RILEYS



**FIRST** CLASS F  
1,100 to 1,500 c.c.

R. W. JACOBS

**THIRD** CLASS F  
1,100 to 1,500 c.c.

G. PHILLIPS

(Subject to official confirmation)



# K·L·G

*sparkling plugs*

**are standard equipment  
on the new**

*Bristol*

## 403

*Saloon*



one of **SMITHS** accessories for better motoring

.....

# NEWS and VIEWS

## Bristol 403 Price

WHEN the new Bristol 403 saloon, described on pages 670-673 in this issue, was first shown in London on Tuesday, the basic price was announced as £2,100, subject, on the home market, to purchase tax of £876 2s 6d.

## Humber Prices

PRICES of the new Humber Pullman limousine and Imperial saloon, described in the issue of May 8, are £1,395, plus £582 7s 6d purchase tax, making a total of £1,977 7s 6d. The power-operated division of the Pullman limousine costs £65, plus £27 1s 8d purchase tax, total £92 1s 8d.

## Powder Blades?

POWDER metallurgy may come to the aid of small gas turbines suitable for vehicles, interesting experiments having been carried out by forming blades by this method with internal holes for air cooling. An increase of 270 deg C in the maximum temperature for such blades has been achieved, an indication of the promise of air cooling.

Blade manufacture and life are two of the most intractable problems to be solved in gas turbine technology.

## Jam Tomorrow

THE incomplete major road schemes will be restarted without delay, and plans exist for a large number of new schemes for road improvement throughout Great Britain which will be put in hand quickly. Thus said the Parliamentary Secretary to the Ministry of Transport in the House of Commons last week.

The fly in this exhilarating ointment is that such work will be undertaken only



Sir Bernard and Lady Docker wish *bon voyage* to the first of the new Daimler Conquest saloons leaving the factory. Plans for the Daimler Regency are described in a paragraph below.

if a rapid changeover from defence expenditure to social expenditure proves necessary. Motorists will ask why, in these days of mechanized armed forces, expenditure on roads should be only an alternative to expenditure on "defence."

## Scotland Road Book

AN entirely new publication from the Automobile Association does for Scotland what the Automobile Association Road Book for England and Wales already does in its own sphere. These road books are practical guides which give the motorist everything that he wants, and an example of such facilities in the road book of Scotland is a combined glossary of technical terms of Gaelic and Norse words which is inserted at the end of a gazetteer section containing two thousand entries. The book costs 12s 6d and is available to A.A. members only.

## The Daimler Regency

WHEN the new 2½-litre Daimler Conquest, of which a full description and Road Test appeared in the last issue, was shown to distributors and dealers at the Daimler works at Coventry last week a special statement was made by Sir Bernard Docker, chairman and managing director of the Daimler company, regarding the 3-litre Regency model. This, it will be recalled, was introduced at the

1951 London Show, but is not yet available to the public. Sir Bernard Docker took the opportunity of stressing that armaments work undertaken by suppliers had interfered with the production schedule of the Regency body, and that as a result the dates forecast for the availability of this model had not materialized.

It had now been decided that the Regency would be reintroduced in an entirely up-to-date form, with a completely redesigned body and a larger engine, ready for launching comparatively early in 1954. In the meantime complete review of the chassis has been undertaken, with the aim in part of giving a higher performance and really modern lines.

As stated in *The Autocar* last week, the price of a radio in the Daimler Conquest is £38 1s 6d. This does not, however, include purchase tax, which is an addition of £15 17s 3d.

## A.A. Airborne

ON Wednesday, May 6, the A.A. arranged a demonstration flight from the Midlands to Le Touquet to illustrate the benefits to motorists of an air ferry on this route. The idea is very sound, because holiday motorists bound for the Continent from the Midlands and the north of England lose a useful amount of time on the two-way journey between their homes and the ports or airports in the south of England.

It is to be hoped that the demonstration will stir up sufficient enthusiasm to smooth the way to its inauguration.

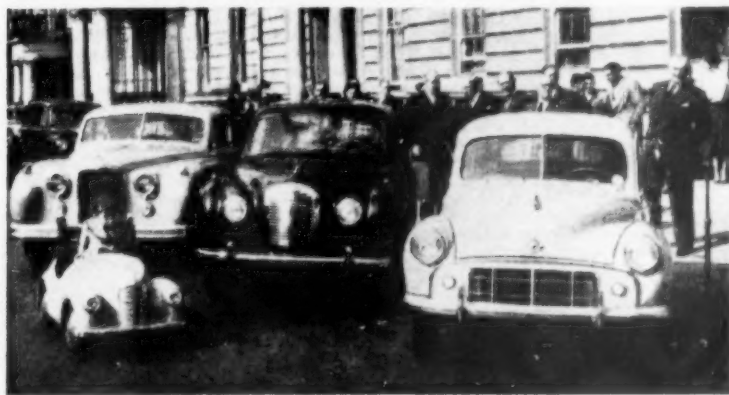
## Cars for U.S. Charity

ON May 7, the U.S. Ambassador, Mr. Winthrop Aldrich, took delivery of four British cars on behalf of the American Heart Association. The cars are a Coronation gift from their manufacturers—Austin, Jaguar and Morris—and are an Austin A40 saloon and a children's car, a Jaguar Mark VII saloon and a Morris Minor four-door saloon.

They will be displayed in New York and then raffled. The money will help research into heart disease, which causes more deaths in the U.S.A. than the next five causes of death together.

## 1½ Per Cent

DOGS on the highways were held to be the primary cause of 2,596 accidents in 1952, during which year there were 171,757 personal injury accidents. This figure is 1½ per cent of the total.



All four of these cars have been given to the American Heart Association by their manufacturers (see accompanying paragraph).

## NEWS and VIEWS . . . continued

### Glass Election

THE chairman and managing director of the Triplex safety glass company, Sir Graham Cunningham, has been elected to the Livery of the Worshipful Company of Glaziers and Painters of Glass. He is also chairman of a company manufacturing stained glass and table glassware.

### Spring Golf

AT the spring meeting of the Motor Trades Golfing Society, held at Stoke Poges on May 7, first prizes in the morning round were won by W. F. Davies (division one), L. W. Anderson (division two), and E. F. Marston (division three). Winners of the afternoon foursomes were A. Gough and R. J. Nauen.

### Vauxhall Additions

OWNERS of current model Vauxhalls can now obtain two new accessories. One is a lock kit which converts the standard filler cap into a locking cap, the keyhole of which is covered to prevent contamination of the lock. It costs 15s 9d.

The second is an electric fascia clock which, on Vauxhalls with radios, is mounted in the glove box lid. Where there is no radio it occupies the loud-speaker grille position. Price of this is £5 9s 9d and both accessories are available from Vauxhall dealers.

### S.M.M.T. Officers

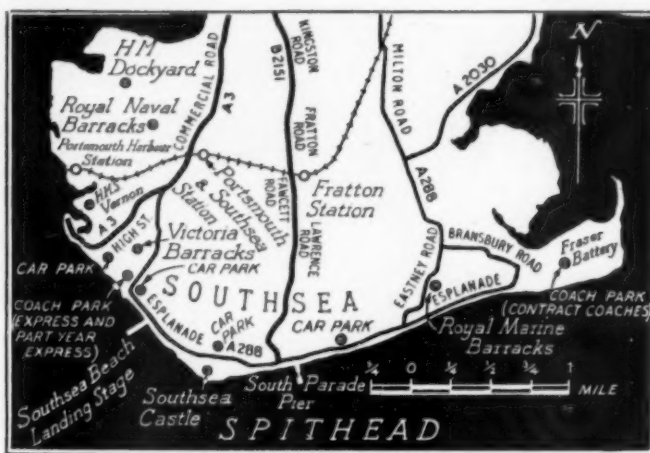
THE chairman of A.C.V. Sales, Ltd., Mr. W. R. Black, has been elected president of the Society of Motor Manufacturers and Traders in succession to Mr. Henry Spurrier, who now becomes deputy president. Mr. Black became chairman of A.C.V. Sales in November, 1952, and among other directorships he is managing director of Park Royal Vehicles, Ltd. He has been treasurer of the Society for the



Mr. W. R. Black.

past five years, that office now being taken over by Major-General J. S. Crawford, C.B., C.B.E., a director of Guy Motors, Ltd.

Re-elected for a further term as vice-presidents are Dr. F. Llewellyn Smith, director and chief executive of the car division of Rolls-Royce, Ltd., and Mr. A. B. Waring, chairman and managing director of Joseph Lucas (Industries), Ltd.



Car parks prepared for visitors to the Coronation naval review, in the Portsmouth-Southsea area, are shown in this map. (See paragraph below).

### Spithead Review

EXTENSIVE traffic arrangements have been made for the naval review by Her Majesty the Queen at Spithead on Monday, June 15. Car parks will be controlled by Associated Car Parks, Ltd., 328, Brixton Road, London, S.W.9, to whom requests for reservations may be addressed. Parking will be forbidden on or near the sea front, and no private vehicles will be allowed to travel along the Esplanade.

Portsmouth and Southsea car parks are shown in the accompanying map, and the charge for cars will be 2s 6d. Arrangements are being made for provision of refreshments.

Traffic will be directed to Portsmouth for the review by the usual temporary traffic signs that are erected for such occasions by the motoring organizations.

### Under the Influence

DURING 1952, 2,567 convictions were obtained for driving or being in charge of a motor vehicle while under the influence of drink or drugs.

### New Policy

A NEW type of insurance cover for motorists has been put into operation by Sasserath, Alfred and Company, 199, Piccadilly, London, W.1. This is a firm of insurance brokers, and new policies are being underwritten by the Dominion insurance company. They are an addition, not an alternative, to existing cover. Should a car be damaged by an unknown third party or stolen the new policy provides expenses incurred in hiring alternative transport.

## THE SORRY INSURANCE TALE

THIS is the season of the year when the insurance companies issue their accounts of the twelve months' trading to December 31. It is early yet to try to summarize them, but despite the premium increases the results look to be disappointing and company chairmen are complaining about the situation in their annual addresses to shareholders. The bad results are not confined to Great Britain. In all parts of the world motor business is the sickly child of the accident accounts. No doubt there will be certain exceptions to the steady tale of losses. Some companies manage to make a profit, presumably by selection, but it is the broad trend that is important.

Since the end of the 1939-45 war there have been only two years when the tariff offices have earned a profit on motor insurance; in 1948 and 1949. This then amounted to £2,949,665 out of a premium income of £83,118,868. There have been four other years when the tariff offices have incurred a total loss of £10,012,194, and 1952 looks as though it may add to the sum.

It is interesting to note that the amount paid in claims in 1951 (£53,495,635) exceeded the entire premium income of any year before 1949. In a period of

inflation insurers always find that claims rise more rapidly than premium incomes. This is understandable as premiums are fixed in advance, but claims arrive later.

It will take many years, even with a favourable turn such as declines in repair costs, before this net £7 million loss figure can be absorbed by profits. Office expenses have already been cut by the insurers in an effort to better the figures, and not much further saving can be expected there or in commissions. It is not expected that any further drastic action will be taken in 1953 as regards premiums.

The non-tariff group of offices, let it be added, has shown slightly better results in the past. They even achieved a profit in 1950 when the tariff offices recorded a loss. But in 1951 they, too, lost £358,888 after taking £35,621,527 in premiums.

How much would the cure be assisted if only roads adequate for the traffic could be provided. And what incalculable losses industry and everyone in the country are suffering, both financial through delays and in personal tragedies as the result of accidents, by reason of the failure to create the facilities for the machines which designers and producers have made available.





No. 1497: M.G. MIDGET  
SERIES TD  
TWO-SEATER

Though the body is wider, nowadays giving ample elbow room for two passengers, the familiar lines of the Midget are preserved. Bumpers with substantial over-riders cater for the relatively large overseas market that the car enjoys.

## The Autocar ROAD TESTS

**F**EW cars, if indeed any, can claim to have fostered enthusiasm for sports cars to the extent that the M.G. Midget has done. In April, 1929, the first of these cars, a Series M Midget, left the M.G. works and started a line of small sports cars which, under various type letters, but always with the suffix Midget, has continued unbroken to the present day. Many different models have made up this succession; some, notably the Monlhéry J4, Q and R types, were out and out racing cars, but their less stark and highly tuned counterparts, too, have been competing in races, rallies and trials ever since.

It is likely that a car with a lineage of this sort should possess qualities in handling and performance that are out of the ordinary; the relatively large market for the current model, the Series TD Midget, in America is evidence of this fact, and the car can claim to have played a fair part in the present rapid growth of enthusiasm for sports cars amongst the American public. That this model has continued virtually unchanged since it was introduced early in 1950, and has lost none of its popularity, is further evidence, if such were needed. It is interesting to try to analyse the points which, collectively, make the TD such fun to drive.

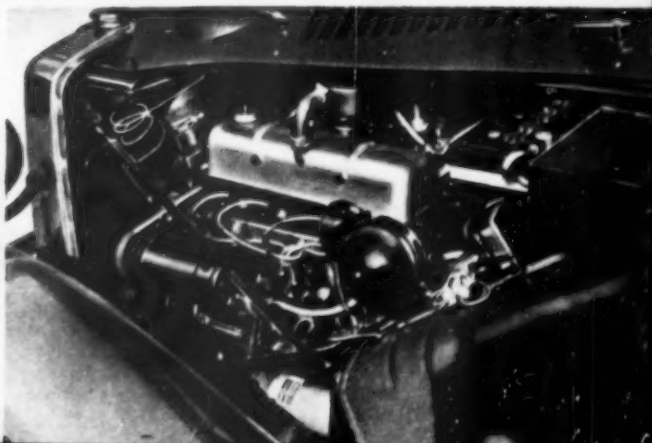
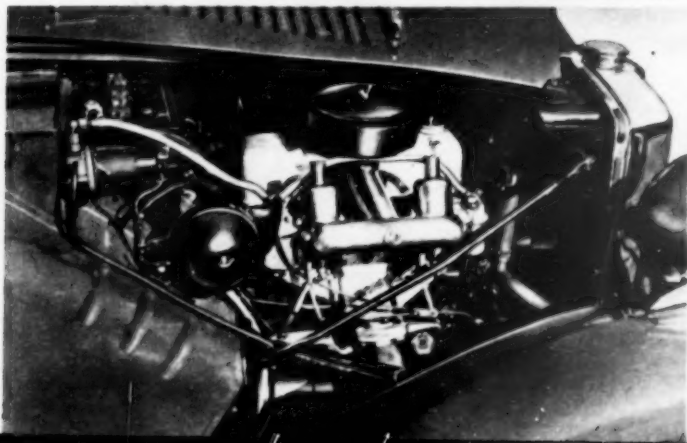
The feel of the car on the road inspires confidence and there is the impression that even an indifferent driver could make a good showing behind the wheel; however long the journey, the actual driving of the car is beguiling all the way. In traffic its small size and good visibility make it very manoeuvrable and the flexibility of the 1½-litre engine is such that one can trickle along at 10 m.p.h. on top gear, using the lively acceleration on third and second gears to pass through comparatively narrow openings in the traffic. For the daily shopping it could not be more convenient; its small size and good steering lock make parking an easy matter.

The high-geared rack-and-pinion steering is light, accurate and sensitive, and small movements of the wheel produce a quick response. On the open road it is necessary only to hold the wheel very lightly, and long, fast bends are taken more by leaning the body into the corner than by steering round it. A slight tendency to oversteer at the recommended tyre pressures, particularly with a full tank, was cured by increasing the rear pressures to 20 lb. One of the few major departures from the design of the earlier cars lies in the front suspension, which is independent, using coil springs and wishbones; leaf springs are used at the rear, though not of the short, stiff variety on the Midget's forebears. In operation, the suspension is sufficiently stiff to reduce roll on corners to a minimum and it gives a comfortable ride over rough surfaces, though there is a certain amount of vertical motion over roads with undulating bumps.

Speeds up to 65 m.p.h. are reached easily and a cruising speed of 60-65 m.p.h. can be maintained whenever conditions allow. Above these figures, however, the increase is slower and to reach 75 m.p.h. on the slightly flattering speedometer requires a fair length of road. With the wind-screen flat and only the driver in the car a true speed of 78 m.p.h. was reached on two occasions on level ground. Without unduly stressing the engine or the driver it is possible to put upwards of 45 miles into the hour in normal road conditions. Main road hills are taken easily on top gear and it is very seldom indeed that it is necessary to drop below third gear for gradient alone. For normal use the top gear ratio of 5.125 to 1 is about right, but for extensive main road driving, particularly on the long straight roads of Europe, one feels that a slightly higher gear would be useful.

The gear box, with synchromesh on second, third and top,

Accessibility at its old-time best. Regular maintenance of the auxiliaries and components of the 1½-litre engine is encouraged by neat layout. Dipstick, oil filler, oil-bath air cleaner, distributor, sparking plugs, fuel pump, battery and tool boxes are all accessible.



## ROAD TEST . . . continued

and its short, remote control, central lever, are a joy to use—to such an extent that one tends to use third gear more than one needs. For normal purposes the synchromesh is adequate but, in the conditions of recording the performance tests where full use of the performance was made, it was quite easy to override it. In this connection, too, it was found that, in taking the acceleration figures, when full-throttle gear changes were made there was a tendency for the clutch to spin. In a car of this type which is bound to be used in competitions by many owners, stronger clutch springs would be an advantage; this would be particularly necessary in a car which had been subjected to the stage-by-stage tuning which can be carried out under the guidance of the M.G. company and which was fully detailed, with its results, in *The Autocar* of July 18 and 25, 1952.

The Lockheed hydraulic brakes, with two-leading shoes at the front and leading and trailing shoes at the rear, are amply adequate to the car's performance. Heavy pedal pressures are not required and, as a test, the brakes will stop the car in a straight line from 50 m.p.h. with the driver's hands off the wheel. There was no sign of fade in the arduous conditions of the test, and after extensive use both while taking the performance figures and during many miles of normal motoring, they did not deteriorate nor did the pedal travel increase to any great extent.

### Noise Levels

Mechanically, the engine is agreeably quiet and the exhaust note is subdued and pleasant; even on the intermediate gears between high buildings there is no back echo. Inevitably there is a certain amount of wind noise in an open car at high speeds, but this is not worrying and conversation can be maintained without the need to shout; gear noise is confined to a pleasant whine on the intermediates. The engine starts easily from cold and the mixture control is required only for the initial start. It is sensitive to fuel and, on a low-grade diet, it pinks readily. At speeds not exceeding 50 m.p.h., maintained over a long run, the fuel consumption worked out at a little under 30 m.p.g.

The driving position is good and the seats are adjustable—together, not separately, because of the one-piece back rest—to an extent to suit drivers of widely different heights; the steering column, too, is adjustable for individual reach. Space is rather cramped round the pedals and there is barely enough room for the left foot when it is not on the clutch pedal. Both front wings are visible from the driving seat,

All the attributes of an enthusiast's car: a good driving position with the pleasant, long bonnet stretching away in front of the driver, accessible spare wheel, external slab tank with quick-action filler cap, and adequate luggage space. In closed form the car is proof against the worst weather, and is warm and comfortable.



Still undisguised, the radiator has changed little since the days of the first series M Midgets; the flat, octagonal filler cap is functional, not just ornamental.

though the left wing view is in line with the driving mirror. The 5in speedometer and revolution counter dials are directly in front of the driver, though it is felt that they could both be moved over to the right, as the higher readings on the speedometer are hidden by the rim of the steering wheel. On a panel in the centre of the fascia are grouped the remaining instruments: a combined radiator thermometer and oil pressure gauge, ammeter, horn button, lighting and starter switches, mixture control, rheostatically controlled fascia lighting switch, ignition warning light and a green light which warns the driver when the level of fuel in the tank drops below 2½ gallons; a fuel gauge is not fitted. There is an additional switch for a spot lamp if one should be fitted, though such a lamp is not standard. There is a deep cupboard in front of the passenger, though its lid is not lockable; upholstery and interior trim are in leather and the seats are comfortable, well padded, and give ample support to the extent that, after a long drive, no signs of stiffness are felt. The windscreen wiper motor is placed at the top of the fold-flat windscreen, in front of the passenger, and the twin blades clear a wide area of the screen. At high speeds, with the blades in the parked position, and occasionally when they are in operation, the blade on the driving side disappeared above the screen; a stop to prevent this would be valuable.

The weather equipment, once in position, is excellent and free from draughts and rattles, and the side screens are rigid and fit well; soon after raising the hood the interior becomes almost as warm and comfortable as that of a convertible. At high speeds the canvas of the hood vibrates and produces a fair amount of noise, but the side screens remain well



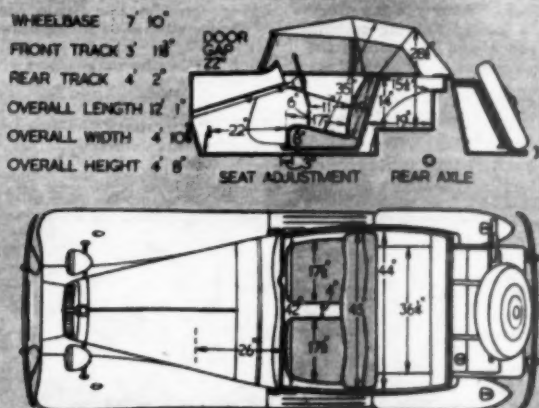
fitting and they do not flap. The hood and side screens take a fair time to un-stow and erect; against this, however, must be balanced the pleasant thought that, in fine weather, one has the joy of driving along in the sunshine and, given warning of the weather's more obscure moods, one has first-class protection available against them. Adequate luggage space for two large suitcases is provided behind the seats and it is fully protected by the hood.

The double-dip head lights give a good beam which is adequate for any speeds within the car's range; a conveniently placed dip switch lies to the left of the clutch pedal. In general, the finish of the car is first-class and in keeping with the better traditions of British craftsmanship and quality-built British cars. A minor criticism in this connection is that the washers under the chromium-plated screws on the apron in front of the radiator are inadequately plated, if indeed at all, and rust very quickly.

From the point of view of the owner who carries out his own maintenance, the accessibility of the engine and its auxiliaries could not be better. The gear box has a dipstick which is reached through an inspection cover in the floor above the gear box; the rear axle, too, is easily checked for level and replenished by removing the floor of the luggage compartment.

The Midget is a survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest; and this at a price which, in modern times, amounts to a very modest outlay.

## M.G. MIDGET SERIES TD TWO-SEATER



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

## PERFORMANCE

**ACCELERATION :** from constant speeds.  
Speed, Gear Ratios and time in sec.

| M.P.H.   | 5.125 | 7.098 | 10.609 | 17.938 |
|----------|-------|-------|--------|--------|
|          | to 1  | to 1  | to 1   | to 1   |
| 10-30 .. | 11.7  | 8.6   | 6.1    | —      |
| 20-40 .. | 12.4  | 8.9   | —      | —      |
| 30-50 .. | 12.6  | 9.8   | —      | —      |
| 40-60 .. | 15.1  | —     | —      | —      |
| 50-70 .. | 22.6  | —     | —      | —      |

**From rest through gears to :**

| M.P.H. | sec  |
|--------|------|
| 30     | 6.3  |
| 50     | 15.6 |
| 60     | 23.9 |
| 70     | 39.6 |

Standing quarter mile, 23.4 sec.

**SPEED ON GEARS :**

| Gear   |        | M.P.H.<br>(normal<br>and max.) | K.P.H.<br>(normal<br>and max.) |
|--------|--------|--------------------------------|--------------------------------|
| Top .. | (mean) | 73.5                           | 118.3                          |
|        | (best) | 75                             | 120.7                          |
| 3rd .. | .. ..  | 48—59                          | 77—95                          |
| 2nd .. | .. ..  | 30—38                          | 48—61                          |
| 1st .. | .. ..  | 16—20                          | 26—32                          |

**TRACTION RESISTANCE:** 26 lb per ton  
at 10 M.P.H.

**SPEEDOMETER CORRECTION: M.P.H.**

|                 |    |    |    |      |      |    |    |    |      |    |      |
|-----------------|----|----|----|------|------|----|----|----|------|----|------|
| Car speedometer | .. | .. | .. | 10   | 20   | 30 | 40 | 50 | 60   | 70 | 80   |
| True speed      | .. | .. | .. | 10.5 | 19.8 | 29 | 38 | 48 | 57.5 | 67 | 77.5 |

**TRACTIVE EFFORT:**

|        |    |    | Pull (lb per ton) | Equivalent Gradient |
|--------|----|----|-------------------|---------------------|
| Top    | .. | .. | 179               | 1 in 12.5           |
| Third  | .. | .. | 257               | 1 in 8.5            |
| Second | .. | .. | 300               | 1 in 5.6            |

**BRAKES :**

| Efficiency  | Pedal Pressure (lb) |
|-------------|---------------------|
| 96 per cent | 130                 |
| 78 per cent | 95                  |
| 35 per cent | 53                  |

**FUEL CONSUMPTION:**

25 m.p.g. overall for 320 miles (11.3 litres per 100 km).

Approximate normal range 23-29 m.p.g.

(12.3–9.7 litres per 100 km).  
Fuel. First grade.

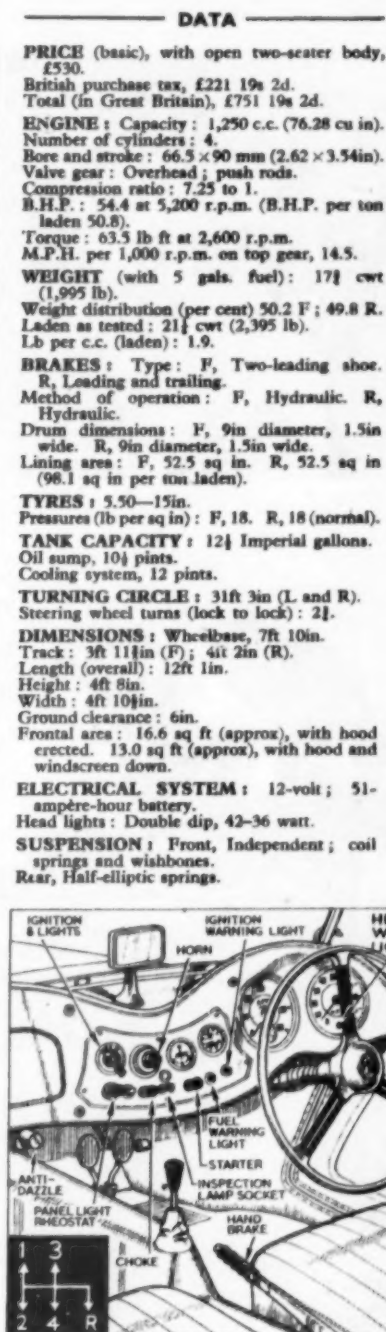
**WEATHER:** Dry surface, light wind.

Air temperature 55 degrees F

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by  
Tapley meter.

Model described in *The Autocar* of January 20, 1950.

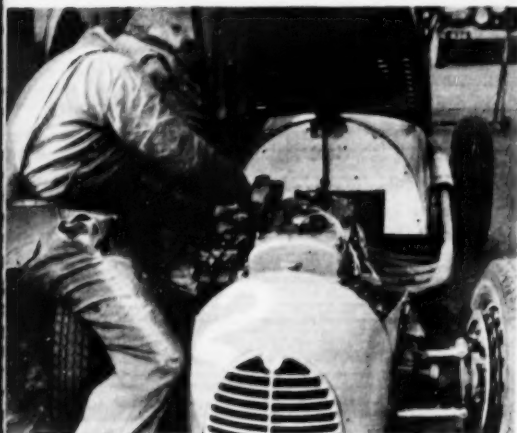




# TROPHY DAY at SILVERSTONE

A full report of the meeting  
appears on pages 658-661

"Robert," the chief Gordini mechanic, puts the finishing touches to the adjustment of the Weber carburettors of Trintignant's 2-litre Gordini before the day's racing began. Note the elaborately finned front brake drum.



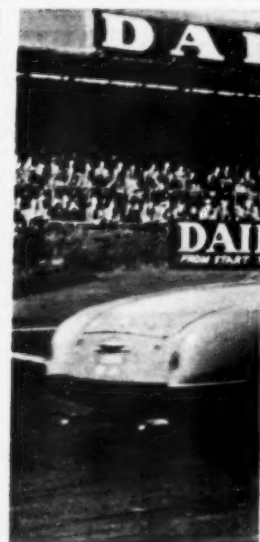
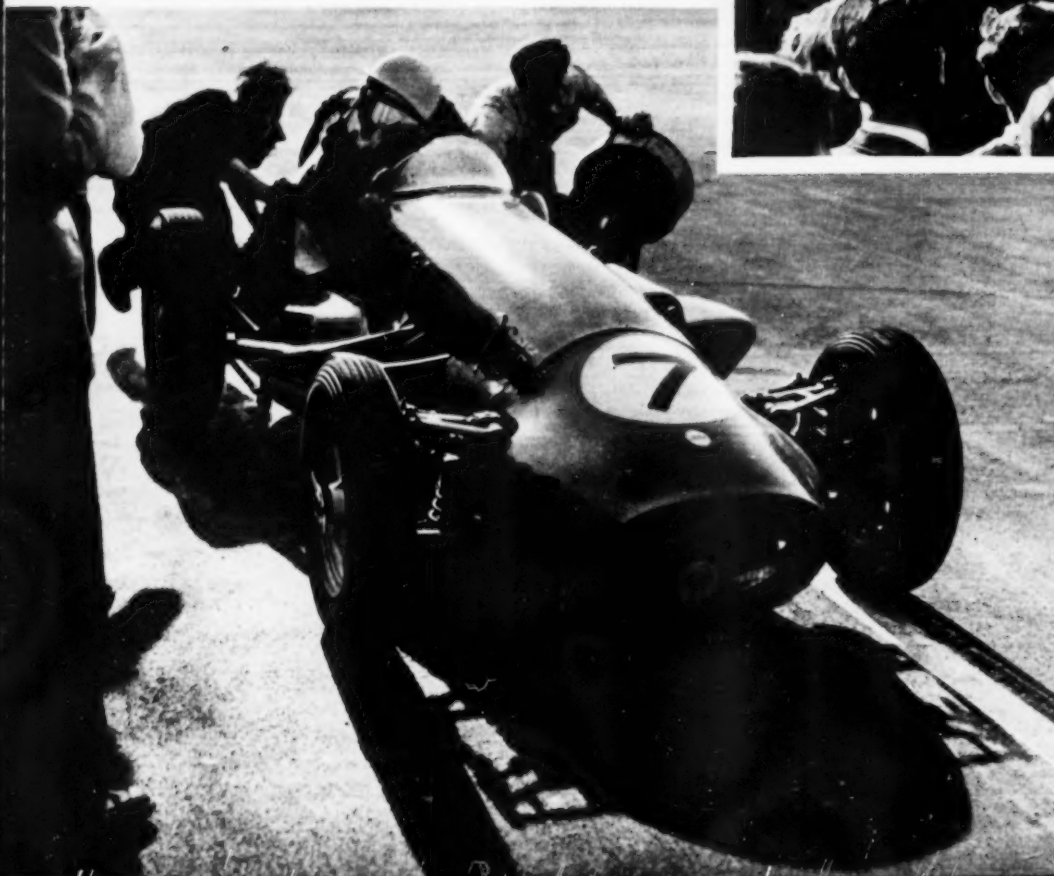
The hard plugs are fitted to Hawthorn's victorious 2-litre Ferrari, with twin-o.h.c. and four Weber carburettors. The universally jointed steering column can be seen above and just behind the engine.

"Tulo" de Graffenried, arms akimbo, watches Enrico Platé changing the plugs on the latest-type 2-litre six-cylinder engine in his Maserati before his victorious run in the first heat of the main event.

Mike Hawthorn has a drink after winning the International Trophy final in the lone works-entered Ferrari.



Stirling Moss gets away after his rapid and unpremeditated refuelling stop in the Trophy final, caused by a carburation defect in his new Cooper-Alta.





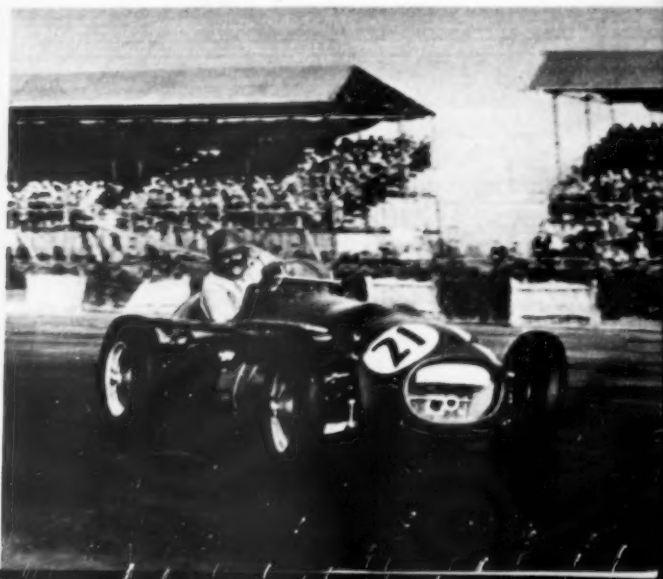


A fine action shot of de Graffenried and the Maserati at Maggott's Curve; piqued, he retired in the final after learning of his penalization for jumping the start. (Right) Gordon Horner's impressions of the volatile Swiss driver.

Kenneth Evans brings the chequered flag down with a flourish to signal Hawthorn's win in the Production Sports Car race in his works-entered 4.1-litre Ferrari.



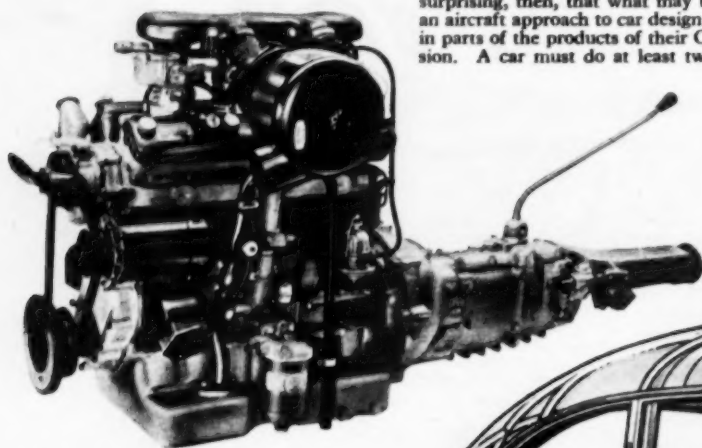
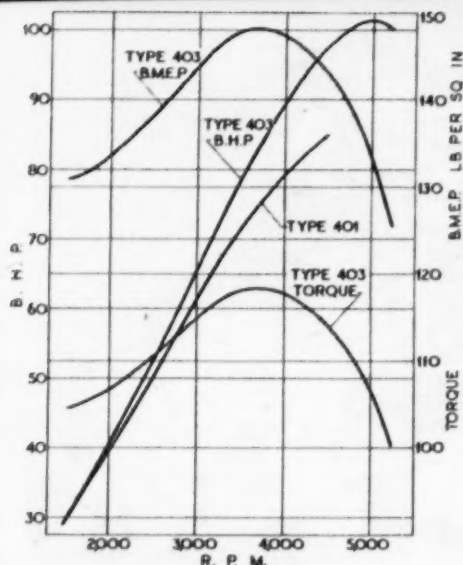
Duncan Hamilton fairly exudes determination as he forces the latest H.W.M. round Stowe Corner; these cars have yet to find their best form in this season's events.



## NEW CARS DESCRIBED

# Bristol Evolves Still Further

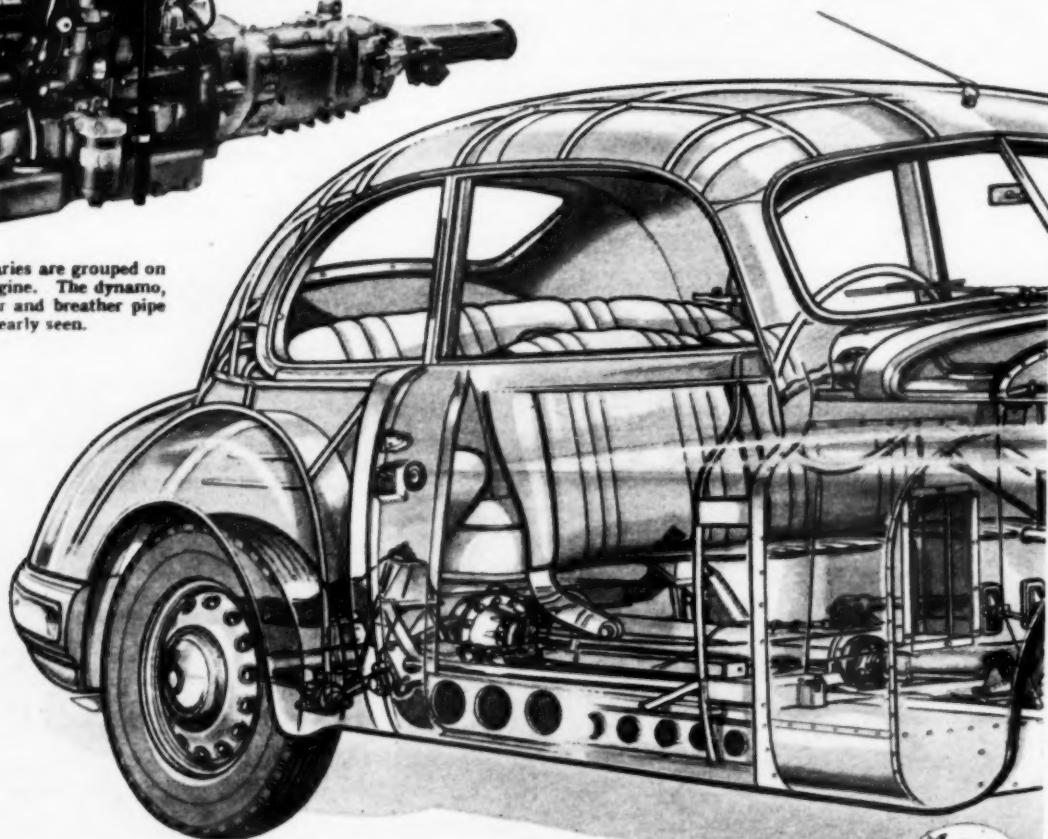
NEW 403 MODEL IS A REFINEMENT OF



Most of the auxiliaries are grouped on this side of the engine. The dynamo, fuel pump, oil filter and breather pipe can be clearly seen.

THE Bristol Aeroplane company entered the car industry at the end of the war, bringing with them an extensive background knowledge and experience of aircraft practice. It is not surprising, then, that what may be called an aircraft approach to car design is found in parts of the products of their Car Division. A car must do at least two things

to function effectively; apart from holding the road it must cause the minimum of disturbance to the air through which it is passing. Much has been written about the effect of streamlining cars that travel at "ordinary speeds," but there is little doubt that if the process is correctly carried out it will produce beneficial results, as regards both performance and fuel consumption. Further, if a car is built according to results obtained from wind tunnel tests, it is unlikely that a different shape would be obtained from subsequent tests. Consequently, as the art and science of body design become more complete, so will the fundamental



Autocar

The clean lines of the Bristol are completely free from frills. The 403 motif is mounted on the side of the bonnet.



## A FIRST-CLASS DESIGN

shape of cars designed for a certain purpose emerge. The Bristol 401 was built as a result of wind tunnel tests and consequently its successor, the 403, now announced, is almost identical in general appearance.

The process of development has been taken one stage further and a number of modifications have been made to the basic design to improve performance and handling. If it is desired to build a car that has a performance above the average for its class and yet provides comfort and convenience as well as a high degree of detail refinement and finish, the task is difficult. In designing the Bristol the aim has been to build just that type of car—one that is interesting and fun to drive, but that also provides the comfort and refinement desired by the connoisseur. The new features incorporated in the 403 include a number of modifications, of

which the first four, those to the engine, brakes, suspension and heating systems, are perhaps the most important.

Power unit output has been increased from 85 b.h.p. at 4,500 r.p.m. to 100 b.h.p. at 5,000 r.p.m.—a very worthwhile gain. To do this it has been necessary to modify some of the major engine components while other alterations have been made not so much to increase the power output as to ensure reliability at high speeds. The six-cylinder engine has a cast-iron cylinder block and crankchamber that is both light and rigid. It is also dimensionally compact, the overall height being reduced by finishing the crankchamber at the crankshaft centre line. The bores are water-jacketed almost completely on the exhaust side, but only for a distance of about 2½ in on the inlet side. This is to provide the necessary clearance to insert the tappets. Brividium dry liners are used to increase cylinder bore life and it is usual practice to replace these rather than to rebore the engine.

Two slots are cut in the bottom of the bores so that the connecting rods can be raised to permit assembly or removal of the pistons or rings without removing the crankshaft, as would otherwise be necessary. The crankchamber is divided into three sections by means of the webs which support the two inner main bearings of the four-bearing crankshaft.

The most important change in the

bottom part of the engine affects the crankshaft, as, apart from increasing the diameter of the main bearing journals from 2 in to 2½ in diameter, and using copper-lead steel-backed bearing shells on the nitrite hardened journals, the system of balance weights has been modified and bolted-on weights are now used to im-

### SPECIFICATION

**Engine.**—6 cyl, 66×96 mm (1,971 c.c.). Compression ratio 7.5 to 1. 100 b.h.p. at 5,000 r.p.m. Maximum torque 117.3 lb ft at 3,500 r.p.m. Four-bearing crankshaft. Hemispherical combustion chambers. Side camshaft operating inclined overhead valves by push rods and rockers.

**Clutch.**—Borg and Beck 8 in diameter six-spring dry single plate.

**Gear Box.**—Overall ratios: Top 3.9; third 5.04; second 7.12; first 14.08 to 1; reverse 11.27 to 1. Synchromesh on top, third and second gears; free wheel on first gear.

**Final Drive.**—Spiral bevel two-pinion differential. Ratio 3.9 to 1.

**Suspension.**—Front, independent by transverse leaf spring and wishbones. Rear, longitudinal torsion bars and telescopic dampers. Suspension rate (at the wheel), front, 122 lb per in; rear, 190 lb per in.

**Brakes.**—Lockheed two-leading-shoe front; leading and trailing rear. Drums 11 in diameter, 1½ in wide front and rear. Total lining area 148 sq in (74 sq in front).

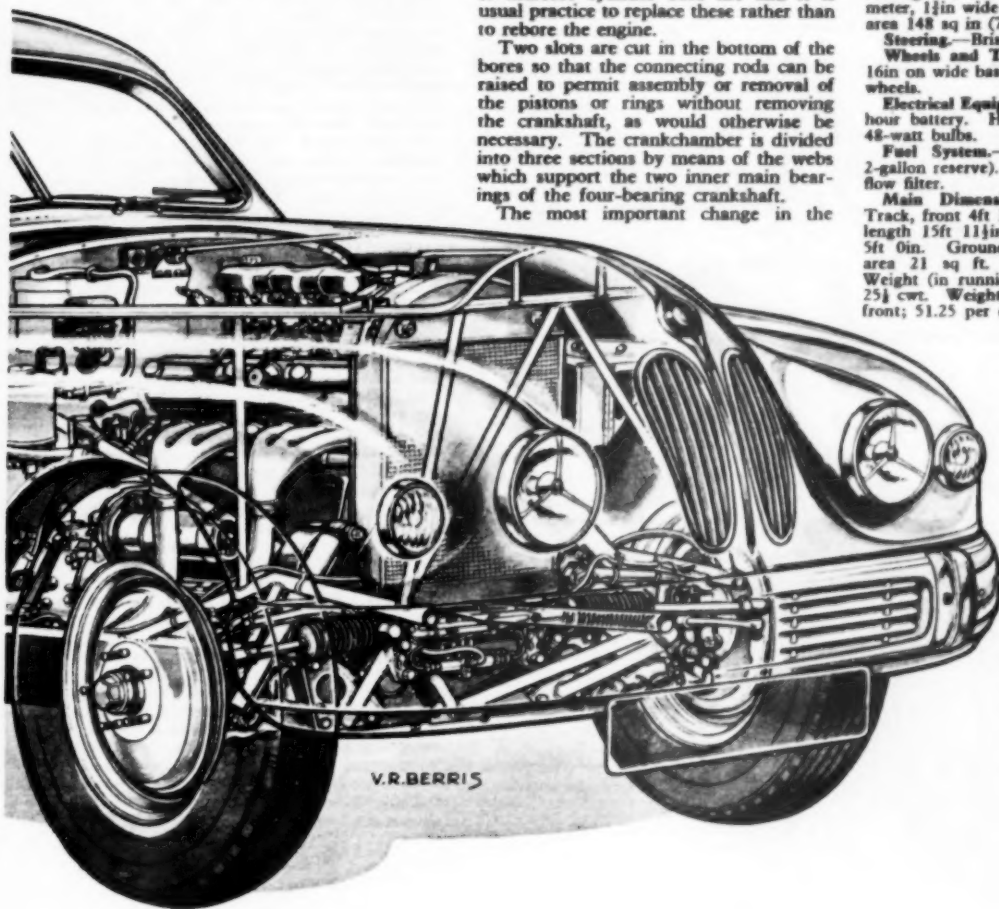
**Steering.**—Bristol rack and pinion.

**Wheels and Tyres.**—Dunlop Speed 5.75-16 in on wide base rims. Five-stud steel disc wheels.

**Electrical Equipment.**—12-volt; 51 ampere-hour battery. Head lamps, single dip; 48-48-watt bulbs.

**Fuel System.**—17-gallon tank (including 2-gallon reserve). Oil capacity 12 pints; full-flow filter.

**Main Dimensions.**—Wheelbase 9 ft 6 in. Track, front 4 ft 3½ in; rear 4 ft 6 in. Overall length 15 ft 11½ in. Width 5 ft 7 in. Height 5 ft 0 in. Ground clearance 6½ in. Frontal area 21 sq ft. Turning circle 37 ft 6 in. Weight (in running trim with 5 gals fuel), 25½ cwt. Weight distribution 48.75 per cent front; 51.25 per cent rear.



The Bristol 403 has a high output 2-litre six-cylinder engine mounted in a fine modern chassis. Part of the tubular framework supporting the light alloy body can be seen.



## Bristol Evolves Still Further — continued —

prove balance. Weights are placed on each side of the two intermediate bearings and on the inside of the front and rear main bearings. To reduce unnecessary weight the big-end bearing journals are hollow. A torsional vibration damper is mounted on the front of the shaft.

Like the main bearings, the big-end bearings are steel-backed copper-lead and the connecting rods are split at right angles to the longitudinal centre line of the rod. The caps are located by fitted portions on the studs. A central drilling enables lubricant to pass to the gudgeon pin; consequently the rod is of a modified H-section with the central web thickened locally. A bush is provided for the little-end bearing and the fully floating gudgeon pin is located in the piston by means of circlips. Three compression and one oil control ring are used on the aluminium alloy domed-top piston; the top ring is chromium plated.

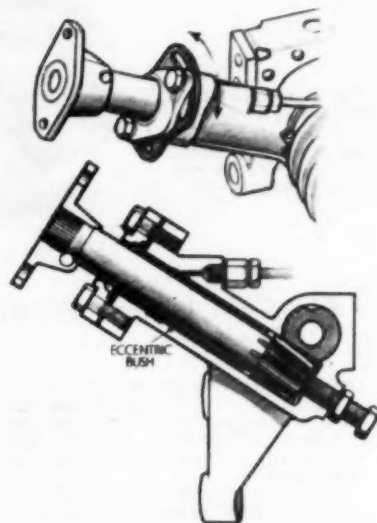
The next important bottom end modification is a new Hoburn Eaton oil pump which has a capacity of 195 gallons per hour at 3,000 r.p.m. engine speed, compared with 130 gallons per hour at the same speed for the previous double gear type pump. A new light alloy sump is also used, which increases the oil capacity

from 8½ pints to 12 pints. Oil from the pump passes through drillings in the block to the full-flow oil filter and back via further drillings to the main oil gallery. The relief valve is placed between the pump and the filter. From the gallery, drillings connect with the main bearings, while holes in the crankshaft (which are offset so that tubes are not required, as with the previous engine, in spite of the fact that the big-end journals are drilled) convey the lubricant to the big-end bearings and, via the connecting rods, to the gudgeon pin bearings.

Further drillings in the block allow lubricant to pass to the four-bearing camshaft, the rear bearing of which is cross-drilled to provide an intermittent feed to the overhead valve gear by means of further drillings in the cylinder block and an external pipe which forms the connection between the block and the head. A gear on the camshaft drives the vertical shaft, the lower end of which drives the oil pump via a square-ended shaft (to provide some measure of flexibility or permit slight misalignment), while the upper end drives the ignition distributor shaft and also the tachometer (or rev counter) by a further pair of gears housed in the vertical extension which supports the distributor. These gears are lubricated by another external pipe connected to number 2 camshaft bearing.

### Top End

The modifications mentioned so far have been to increase the reliability and

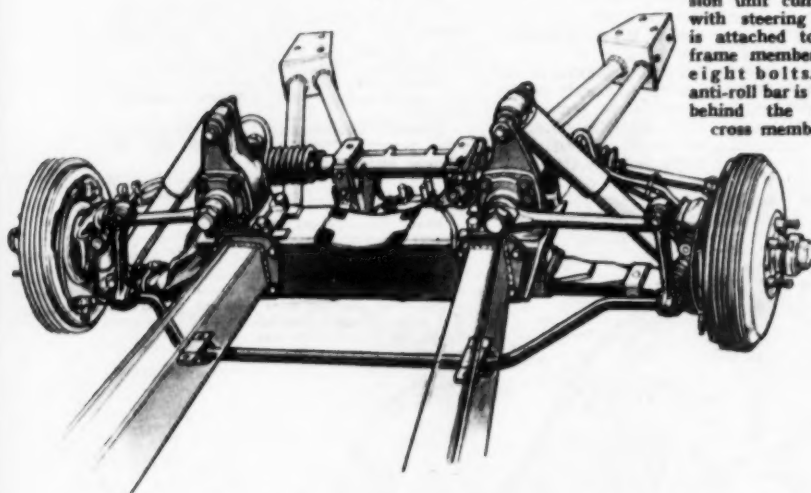


The pinion bearing on the steering box is mounted on an eccentric bush to permit fine adjustment.

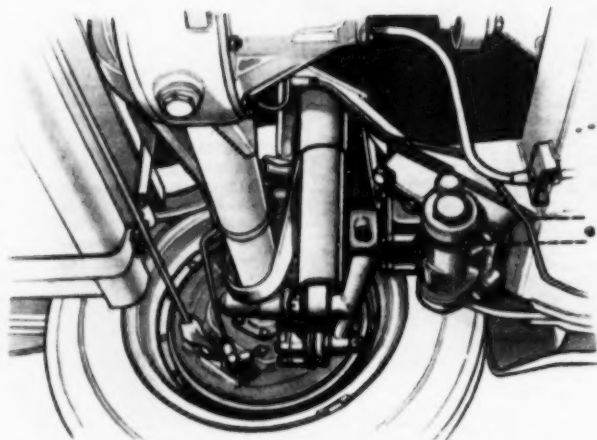
to provide an engine "bottom end" still more capable of standing up to hard work. How, then, is the increased performance obtained? The main change in the bottom half of the engine is in the camshaft; the cams have been modified to give an increased overlap and the inlet valve opens 15 deg before, and the exhaust valve closes 15 deg after, top dead centre, while the exhaust opens and the inlet closes 65 deg before and after bottom dead centre respectively. Previous figures were 10 and 50 deg. The induction and exhaust periods have thus been increased from 240 deg to 260 deg.

In conjunction with the new camshaft modified tappets are used, the object of the modification being to reduce the reciprocating mass. This has been achieved by reducing the skirt thickness on the piston type tappet and machining a groove 0.15in wide on the outside of the solid or bottom portion. Three radial drillings connect with this groove so that oil is not trapped in the base of the tappet around the push rod.

Although a single side camshaft is used the engine has inclined overhead valves and hemispherical combustion chambers. The inlet valve is operated directly by the vertical push rod and rocker, while the exhaust valve is operated by means of bell-cranks and additional push rods across the engine, which operate the exhaust valve by a rocker. In conjunction with the modified valve timing a new cylinder head is used with larger inlet ports, the inlet valve diameter being 1.54in compared with 1.425in on the previous engine. The port diameter at the valve throat is 1.40in inlet and 1.17in exhaust. As a light alloy cylinder head is used, valve inserts are fitted to all ports. Both the inlet and exhaust valve springs remain unchanged but they are individually packed on assembly to give a uniform load when fitted. To provide a more uniform distribution of loading it will be noticed that the large diameter inlet valve is operated directly by one push rod and rocker, while the relatively small diameter exhaust valve is operated by the auxiliary cross push-rod arrangement. The re-



The front suspension unit complete with steering gear is attached to the frame members by eight bolts. An anti-roll bar is fitted behind the front cross member.



Longitudinal torsion bars are used at the rear. The axle is located by a central A bracket and the torsion bars are connected by means of links.



reciprocating mass of the valve gear has been reduced by redesigning the push rods and rocker adjusting screws. Instead of having a cup at the top of the inlet push rod, both inlet and exhaust vertical push rods are provided with ball ends at the top; they are located by cups in the bell-crank lever or by a redesigned cup type of rocker adjusting screw. A similar arrangement is used on the auxiliary push rod which operates the exhaust valve rocker. Although these minor changes may appear insignificant to the casual observer, they are of very great importance, particularly at high operating speeds.

#### Carburation

A mechanical pump driven from the camshaft supplies fuel to the three Solex downdraught carburetors; these are bolted to the top of the cylinder head so that one instrument feeds each pair of cylinders. A single belt and crankshaft pulley drives the water pump dynamo and magnesium alloy two-blade fan.

Very few changes have been made to the transmission and the drive is transmitted by means of an 8 in dry single-plate clutch to the four-speed and reverse gear box. The layout of the box is interesting, as both main shaft and layshaft are provided with centre bearings; in consequence the box is split in the vertical plane to permit assembly. Normal Borg Warner synchromesh is used on top, third and second gears, and a free wheel is incorporated in the first gear. An internal splined adaptor is attached to the rear of the main shaft; this supports the front end of the gear box extension shaft and provides the necessary amount of movement in place of a splined slider on the propeller-shaft. A duct cast on the inside of the gear box extension directs oil to lubricate the splines. From the gear box the drive is through a Layrub propeller-shaft to the spiral bevel rear axle.

#### Suspension

The front suspension unit is unchanged and consists of a transverse leaf spring and wishbones. These, together with the inclined telescopic dampers and rack and pinion steering unit, are all mounted on a box section cross member (the leaf spring being housed inside the box), which is attached to the main chassis frame by eight bolts, four on each side. The most important change is the addition of an anti-roll bar; this is mounted behind the front cross member and attached to the wishbones by means of short vertical links. This should eliminate the slight oversteer tendency noticed on the 401. Tubular extensions welded to the cross member project forward to support the front bumper. To simplify adjustment a minor modification has been made to the steering box and a flange is now fitted to the eccentric pinion bush, which can be adjusted by slackening the two clamping bolts.

If the performance of a car is increased it is also usually necessary to improve the brakes and on the 403 several modifications have been made to these important components. Ribbed Al-fin drums are used to improve the thermal conductivity, while the brake pedal ratio has been increased from 3.5 to 1 to 4.6 to 1. These alterations should reduce fade as well as give the brakes a nicer feel.

As well as possessing good streamline characteristics, the body is designed to provide a structure that is strong, light and quiet. The main framework consists

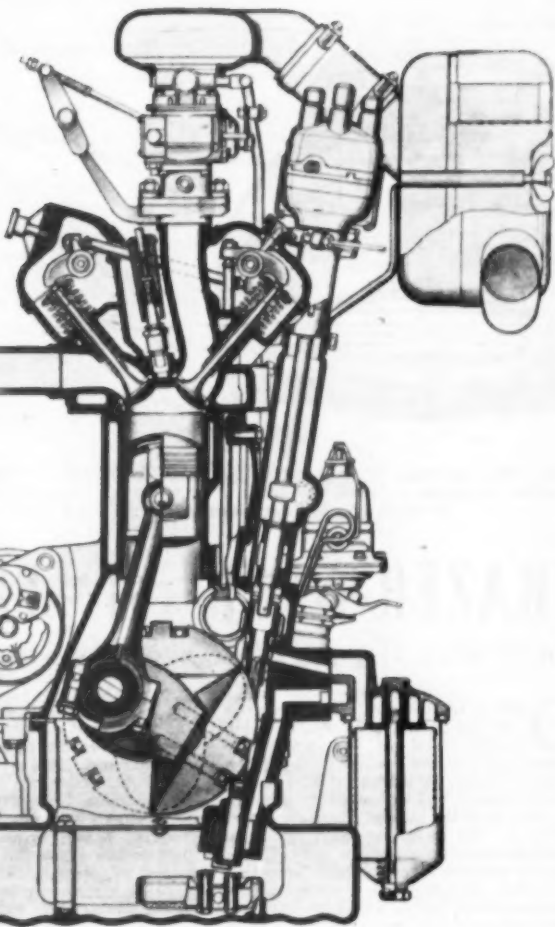
of  $\frac{1}{2}$  in and  $\frac{3}{4}$  in diameter steel tubes welded up to form a skeleton structure. Before the light alloy panels are attached the tubes are bound with fabric to prevent chafing and to provide some measure of resilience. In the rear compartment the steel floor is welded direct to the main chassis frame members, but at the front the floor, scuttle, and toeboard are made of aluminium faced plywood. Aluminium is used for the luggage locker floor. There is very little timber in the body structure, although some is used on the sides of the doors and on the lower edges of the rear window. This is not intended as part of the structure, but to prevent accidental damage that might occur with an unsupported panel.

The interior of the body is very well trimmed, the seats being Dunlopillo with hide upholstery. The general layout of the interior is unchanged, but the battery

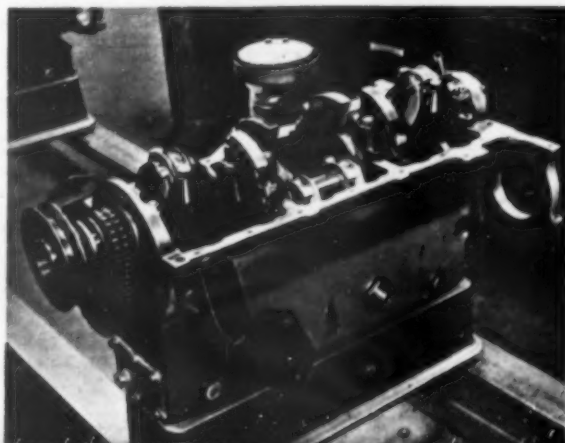
trickle charger socket has been repositioned so that it is accessible from either side of the car. Other minor modifications include a light in the luggage locker, and moulded windscreen wiper blades, which, it is claimed, give a more effective wipe than the type used previously. There are very few changes to the appearance of the car, but the aluminium radiator grille is now finished in silver stove enamel; the Bristol medallion is in red and the car wears 403 flashes on the sides of the body. Fitted as standard on this car, the heater system, which is designed by Bristol's, has been modified to permit recirculation of the air when required, as well as the normal fresh-air arrangement.

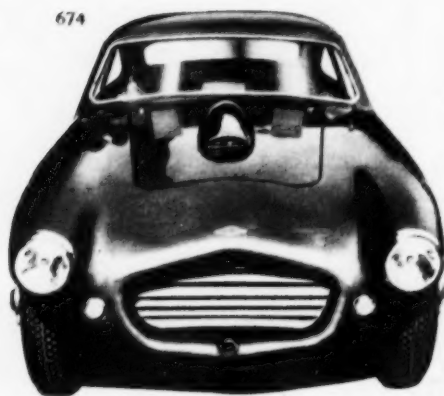
The modifications that have taken place considerably improve the car as regards performance, road-holding, and comfort. The Bristol is not cheap, but there is a lot built into the design.

This view shows the bolted-on crankshaft balance weights and the duplex chain camshaft drive. The tube from the rear main bearing cap is a drain from the crankshaft thrower.



The Bristol 403 engine has hemispherical combustion chambers and inclined valves operated by a single side camshaft.





The plain air intake has horizontal slats behind its mouth. In this view, the way in which the curved lower edges of the body expose the brakes to the air stream can be seen. Right: Wire wheels and the new frontal styling considerably alter the appearance of the new Le Mans coupé version of the Frazer-Nash. The windows have chromium-plated surrounds.

## FRAZER-NASH for LE MANS

COUPÉ WITH NEW BRAKES: AN ADDITION TO THE RANGE

ONE of the two Frazer-Nash entries for Le Mans is a sports-racing coupé based on the competition chassis and with the standard competition engine. It will be driven by K. Wharton and R. Gerard, and will probably run with the highest of the makers' rear axle ratios, 3.5 to 1. An important difference from previous competition models is the use of Dunlop centre-lock wire wheels with 16in light alloy rims, in place of the usual disc wheels, and the brakes have been changed. They are now Girling, and have deeply finned Alfin 11 by 2½in drums with air scoops behind holes in the backplates; the brake lining area is increased to 168 sq in. The chassis is slightly modified at the rear, there being more permitted movement of the rear axle.

This coupé is to be an addition to the production range. The body is in appearance an extremely striking design, and should have a low air resistance and drag. The bottom corners and the sides have a marked radius and cutting away in what the Italians call the *disco volante* or "fly-

ing saucer" manner, and at the rear of the car the floor is slightly upswept where the high-pressure air stream underneath the car emerges. This style of bodywork exposes the brakes to the air stream, and their cooling is further assisted by their scoops and fins. Engine cooling is assisted by an extra outlet for under-bonnet air, along the large transmission tunnel to the rear of the car, and, for the occupants, there are large opening louvres at each side of the scuttle.

In place of a grille there is a plain air intake at the front, with horizontal slats protecting the radiator block, which is set well behind the opening. It is flanked by a pair of the recently introduced Lucas Le Mans flush-fitting head lamps, and there may be "cornering lamps" inside the air intake. At the rear there is a short, full tail, well filled out in the corners, and nicely matching the front end. Beneath a semi-circular lid in the tail is a surprisingly deep luggage locker, the floor of which is the bottom of the car. The spare wheel has upright stowage at



The fascia panel is well towards the horizontal. The door is incomplete, still lacking its chromium-plated window frame.

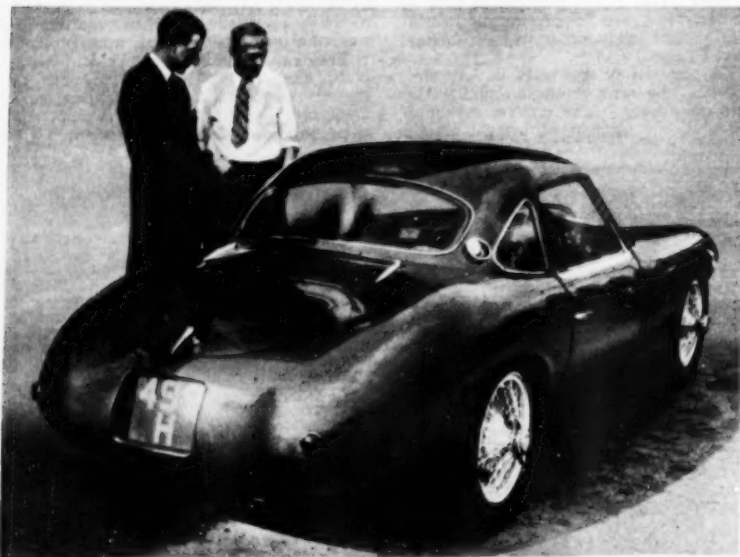
the front of the locker, but in the production cars it may be concealed in a front wing.

In the Le Mans car the two racing bucket seats are directly upholstered in Tygan open-weave, plastic-impregnated material, which is porous. It is hoped that they will be pleasant for the crew in the heat of June and a long-distance race. Future cars will have leather upholstery, but the Tygan may be retained for some export models. In place of the more upright fascia usual to Frazer-Nash, this car has one which is very sloped, approximately at right angles to a downward glance of the driver. Before him he sees a bonnet with a marked downwards slope, between high wings.

The door trim is set directly on the interior of the panels, and has small, pleated map pockets. The floor and the very large shaft tunnel which separates driver and passenger are covered with carpet, and the car will run at Le Mans with these trimmings, which are of negligible weight.

The body is panelled in 16-gauge light alloy, and is very smooth. Nevertheless, it is a light one. When the car, which was not quite completed at the time of *The Autocar's* visit, is weighed it can be expected to be around 17 cwt. This will give a good power to weight ratio; the 2-litre six-cylinder Bristol engine may be running with an 8.5 to 1 compression ratio for the famous twenty-four hour race. Much higher ratios have been used, but in this instance reliability may be the predominant factor in the choice.

The quarter lights and large window give good rearward visibility, and in the quarter panel is the petrol filler cap (a temporary one, not the quick-release Le Mans cap). The figures behind the car—W. H. Aldington of Frazer-Nash is on the right—emphasize its very low overall height of 4ft 3in.





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## FORD WINS 1953 ECONOMY RUN

**T**OP honours in the 1953 Mobilgas Economy Run went to a six-cylinder Ford Mainline four-door saloon which captured the coveted Sweepstakes Trophy by achieving a ton-miles-per-U.S.-gallon average of 56.7028 for the trying three-day route of more than 1,200 miles between Los Angeles and Sun Valley, Idaho. The winner's actual over-the-road consumption was 27.0335 miles per U.S. gallon or 32.527 miles per Imperial gallon.

The ton-mile formula is one adopted by the American Automobile Association to give all contestants an equal chance, regardless of size and weight. Under its terms, weight of the car and passengers is multiplied by the number of miles driven and divided by the gallons of fuel consumed. In the 1953 Sweepstakes order, the Dodge V-eight, Mercury

Monterey, Lincoln Capri and Nash Ambassador completed the top five, and in that order.

Twenty-five new model passenger cars from an original starting field of 26 completed the twisting, mountainous course of 1,206.1 miles on April 22, averaging a startling 27.518 m.p.g. despite an increase of approximately 10 per cent in the average speed over previous years.

Les Viland, of Detroit, drove the Sweepstakes winner for his second Economy Run triumph. He also had been at the wheel of the winning Lincoln in 1951. The only contestant to drop by the wayside was a Chevrolet which ran out of fuel on the second day of competition after the driver missed a turn and drove 30 miles off the course mapped by the A.A.A.

Competitors were plagued by incle-

The winning Ford crosses the finishing line after the Economy Run. Below: Les Viland, driver of the winning car, kneels beside the magnificent trophy; on the left is C. S. Boesemeyer, General Petroleum executive, and, standing on the right, Robert L. Minckler, president of the General Petroleum Corporation.

**32.527 MILES PER  
GALLON ACHIEVED IN  
AMERICAN EVENT RUN  
AT 44.71 M.P.H. AVERAGE**



ment weather during the first leg of the run, from Los Angeles to Reno, but conditions cleared beyond that point. The second overnight stop was made at Boise, and at the Sun Valley finish line a veritable "Blue Book" of the automotive industry awaited the weary drivers. Six of the 25 cars played it so close that they beat the A.A.A.'s deadline for arrival by only 60 seconds or less. The Kaiser Manhattan crossed the line with a mere two seconds to spare.

The course had taken the drivers through four states and from a low point of 19 feet above sea level to a maximum of 7,383 feet. Entrants vied for honours in five price classifications, in addition to the Sweepstakes competition, which now has seen a Mercury triumph in 1950, Lincoln in 1951, Mercury again in 1952 and Ford this time.

Top officials of the General Petroleum Corporation, sponsors of the event, and of the A.A.A. participated in colourful award ceremonies to which more than 800

Dan Eames, centre, is congratulated by J. C. Agajanian after winning his class in a Dodge Coronet, powered by the new 140 b.h.p. V-eight Red Ram engine. Mr. Agajanian is an official of the American Automobile Association. Co-driver Arch Meredith is holding the trophy.





Winner of the second place award in its class was this De Soto Fire Dome V-eight, driven by Vern Holmquist; his co-driver, on the left, was Carl Redford, chassis designer in the De Soto division of the Chrysler Corporation.

## FORD WINS 1953 ECONOMY RUN . . . . . continued



The driver, John Geifen (left), the assistant driver, Walt Nelsen (right) and Mel Alsbury, who entered the car, stand beside the Chrysler Imperial V-eight which was second in its class. Below: Last year's winner, Bill Stroppe, emerges from a tunnel high in the Sierra Nevada on his way from Los Angeles to Reno in a Mercury Monterey.

as the average motorist experiences. It is designed to show the normal driver what the performance capabilities and mileage possibilities of his own car are when it is adequately maintained, safely driven and properly fuelled.

An analysis of the results of the run strongly indicates that 1953 marks a new high level for the automotive and petroleum industries in providing the driving public with "built-in" fuel economy.

The course was the toughest yet mapped for the annual event, and adding to the general woe was the fact that to meet A.A.A. time limitations competitors had to increase their average speed to the highest in economy run history. It was a combination of circumstances which normally might be assumed to lead to a drop in the m.p.g. average. However, those who predicted such a decline apparently reckoned without improved fuel or engineering improvements, for the outcome was exactly the opposite.

The 25 new-model passenger cars achieved the second best post-war mile-

age mark the run has seen, in spite of the approximate 10 per cent increase in their average speed. Their average for the three-day, twisting, mountainous trek was 26.82 m.p.g., topped only by 1951's average of 28.78 over a shorter, less trying, two-day route from Los Angeles to the Grand Canyon. The average speed this year was 44.71 miles per hour.

Here is a statistical comparison of the four Economy Run stock car tests sponsored by the General Petroleum Corporation since the war:

| Year | No. of Cars | m.p.h. | m.p.g. (Imperial) | Yen-m.p.g. (U.S.) |
|------|-------------|--------|-------------------|-------------------|
| 1950 | 31          | 41.47  | 27.174            | 50.29             |
| 1951 | 32          | 40.60  | 28.781            | 53.43             |
| 1952 | 25          | 40.70  | 26.471            | 49.99             |
| 1953 | 25          | 44.71  | 26.820            | 48.626            |

Of particular interest was the comparison in per-gallon mileage between the 15 entrants equipped with overdrive and the ten cars possessing automatic transmissions. The former averaged 29.32 m.p.g. against 24.062 for those with automatic transmissions.

guests were welcomed by Governor Len Jordan, of Idaho.

### RESULTS

Class A—(Low price, Standard Transmission and Overdrive) Ford Mainline Six, 32,537 m.p.g. (Imperial) and 56,708 ton-m.p.g. (U.S.).

Class B—(Low Price, Automatic Transmission) Hudson Jet, 26.54 and 42,460.

Class C—(Low Medium, Standard and Overdrive) Dodge V-eight, 26.16 and 52,055.

Class D—(Low Medium, Automatic Transmission) Studebaker Land Cruiser, 27.54 and 49,347.

Class E—(Upper Medium, Standard and Overdrive) Nash Ambassador, 27.13 and 51,310.

Class F—(Upper Medium, Automatic Transmission) Nash Ambassador Custom, 25.406 and 48,907.

Class G—(High Price, Automatic Transmission only) Lincoln Capri, 23.994 and 52,547.

Special Lightweight Class—Henry J. Corsair, 34,001 and 48,576.

Each car carried a driver, his relief driver, and two A.A.A. observers. The latter were California Institute of Technology students deputized by the A.A.A. to see that the rules were scrupulously observed, and drivers were required to follow all local and state speed and traffic regulations to the letter.

Purpose of the event is to provide an impartial, practical test of new model cars under exactly the same conditions





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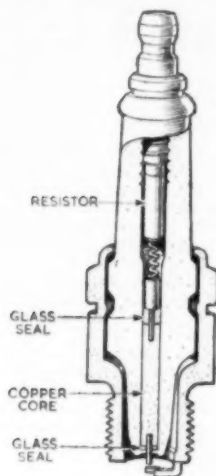
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# Accessories

## Platinum-pointed Plugs

THE new Lodge platinum-pointed sparking plugs are for high-efficiency engines, where resistance to spark erosion and gas corrosion is valuable. They have a greater range of tolerance to heat variation than a normal plug, as the central platinum electrode is gold-soldered to a copper core which conducts away heat. The plugs use a double gas-tight seal of glass, the insulators are of Syntox, and they have built-in resistors. Unlike normal plugs, these have a standard and non-variable gap of 0.018-



The construction of the new Lodge platinum-pointed sparking plug.

0.021in, even when a sports coil is fitted, and they can be used wherever an "H" type Lodge plug is the car's normal recommendation. In cleaning by a sand blasting machine, the blast should not be kept going too long, or it will needlessly wear the platinum points.

The price of a platinum-pointed plug is 15s, and it is made with a 14mm or 18mm thread, normal and long reach; and with a 10mm thread (normal reach only). The manufacturers are Lodge Plugs, Ltd., Rugby.

## Upper Cylinder Lubrication

FOR the latest edition of the two Redex facia instruments, the Lubrocharger, which supplies upper cylinder lubricant, and the Robot, which indicates inlet mani-

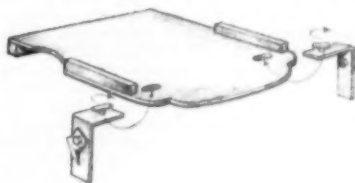
fold depression, there is a new mounting. It consists of a metal bridge which passes over the steering column and carries an instrument at each end, and a slightly flexible U-shaped strap, adjustable for length and fit, which passes under the column.

The Robot is a vacuum gauge, which is connected by flexible tubing to the inlet manifold. With a knowledge of the subject, or with instructions at hand, it is possible to see a number of different engine defects, such as a poorly seating valve, reflected in the behaviour of such an instrument. The Lubrocharger is also connected to the inlet manifold, and to an under-bonnet tank of Redex lubricant additive. It has two adjustable regulators and an air bleed, and it can be set so that a gradual "weep" of Redex is passed to the inlet manifold and the cylinders when required. Laying a finger on an air bleed outlet causes the S tube in the instrument to fill with 5 c.c. of fluid, for feeding to the engine, and it is recommended that this should be done not only for starting from cold, but also when the engine is working hard, as in tackling a steep hill. The proposition that most cylinder wear does take place during the starting from cold periods is more or less accepted; and upper cylinder lubrication is of particular value during this period.

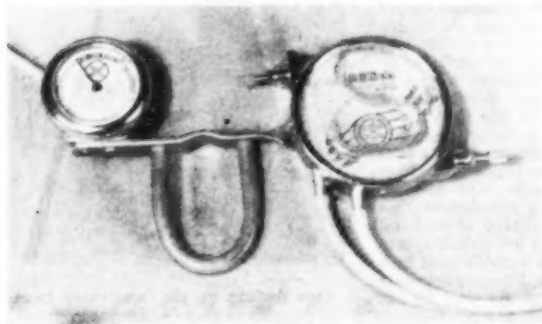
The price of the two instruments, with reservoir and pipe system, is £5 11s. The Redex system, and the associated instruments, are products of the Wayne V. Myers Co., Ltd., 353-365, Chiswick High Road, London, W.4.

## Shielding the Spare Wheel

AS the spare wheel of the Austin A.40 Somerset is carried on the floor of the luggage locker, luggage must rest on the wheel. To avoid this, Weathershields, Ltd., 48, Moor Street, Birmingham, 4, are producing at £2 18s 6d a lid to go over the wheel. There are no holes to drill in installing the lid, for its mounting brackets have clamps which grip the body struc-



Weathershields' lid for covering the spare wheel in the Austin A.40 luggage locker.



The two Redex facia instruments, the Robot vacuum gauge (left) and the Lubrocharger.

ture. Small toggles on the brackets pass through slots in the actual lid, and when turned secure it.



Lid for the A.40 spare wheel, removed and in use as a picnic table. (Automobile and Sheet Metal Co.)

Another lid for the A.40 spare wheel is being made by Automobile and Sheet Metal Co., Ltd., Percival Lane, Runcorn, Cheshire. It has a tubular steel frame and a hardboard top, and is a push fit over the wheel. Two legs are also provided, so that it can be used as a picnic table in the manner shown in a photograph. The price is £3 7s 6d.



A waterproof connector for leads running across the garage floor.

## Waterproof Electrical Coupling

WHEN mains electric appliances such as drills are used in either a public or a private garage there is a risk of short circuits if a coupling plug is exposed to a damp floor. A new cable coupler by W. W. Haffenden, Ltd., Richborough Rubber Works, Sandwich, Kent, has a stout covering of rubber over each of its halves, the edge of one having a lip, which springs into a channel on the other. The points at which the cables emerge have tapered rubber necks, which can be trimmed to suit any thickness of cable. The coupling, which costs 13s 9d, is proof against immersion in water. A pull of more than 25 lb is required to undo it.

## Anti-Mist Cloth

A DEMISTING cloth for preventing the steaming of car windows and the inside of the windscreen has been introduced by Peerless Products, 17, Bridge Street, Andover, Hampshire. It takes the form of a yellow duster 1ft 6in square, impregnated with a detergent, and costs 3s.

In *The Autocar*, May 8, page 636, the illustrations of the Termique and the Regalfect insect deflectors were transposed. The Termique is the wider one with three spines, and the Regalfect is the plain one with the full-width base.

# The Future for Diesel Cars

## Technicians Views at a Recent Meeting

At a meeting of the N.W. Centre, Automobile Division of the Institution of Mechanical Engineers at Leyland, Lancashire, on April 27, a Paper, *Problems Arising from the Wider Use of the Small Diesel*, by J. H. Pitchford, M.A., was presented. The author, who is managing and technical director of Ricardo and Co. (Engineers), Ltd., had originally read the Paper in France. On the Leyland occasion it was delivered by his colleague, Mr. G. Holt.

As a contribution to the possible development of the small diesel suitable for cars the Paper was very definitely handicapped by the author himself, for in the opening remarks he stated the following:—

1. After twenty years of extremely rapid development the high-speed diesel seems suddenly to have encountered some limiting factor in its expansion.

2. For automotive application it is exceptional to find a diesel having an individual cylinder capacity of less than 750 c.c.

3. For reasons expressed and implicit in the Paper the author "was extremely sceptical about the diesel in the private car field and at the most he could envisage its acceptance only for the truly utility vehicle."

On the favourable side the author stated that the small oil engine has two merits only—a higher thermal efficiency than that of the petrol engine, and a somewhat higher standard of reliability. Again on the *contra* side of the account there was the vulnerability of fuel cost to taxation dictated by immediate fiscal needs, on which some Governmental assurance on future policy would be justified, although "this was too much to hope for." At least it could not be said that the author was being guilty of over-enthusiasm, although he did not overlook the present success of the 1.7-litre Mercedes-Benz nor the pre-war Citroën diesel of similar size. A very long review did little to enliven the gloom.

### Expensive Injectors

Technically, there was no reason why a diesel of about 1½ to 2 litres capacity should not be made, such an engine being suitable for station wagons, shooting brakes and other utility cars. The structure of the engine was not vastly different from that of the corresponding petrol engine. Size for size there would be a weight increase of 25 to 30 per cent and a cost increase on the bare engine of 30 per cent or rather more. The cost of injection equipment, however, was the most serious item, because even with the simplest known type the price would be "several times" the figure for a carburettor and spark ignition equipment.

At this stage the conclusion appeared to have been reached that a two-cylinder engine (flat-twin) might be adopted, thereby reducing the cost of injection equipment by half or thereabouts. The next step was in the direction of a "double-single"; that is, an engine with a common combustion chamber but with two pistons driving oppositely rotating geared camshafts. Both of these projects appeared to be retrograde steps and to constitute a tacit admission that the "small" diesel could be achieved only by reduction to "the lowest acceptable number of cylinders" of basic size.

As to the advantage of fuel economy, it was agreed in the earlier part of the

Paper that the smaller the engine the smaller the influence of fuel cost savings and that very considerable mileages have to be covered to offset increased capital cost. From the manner of his leaning towards the engine of fewer than four cylinders to attain smaller sizes, in the 1,500 to 2,000 c.c. range envisaged, the conclusion might be drawn from Mr. Pitchford's Paper that he had already convinced himself that his aim had not reached the target which he had set up.

When Mr. S. Markland, general manager of Leyland Motors, Ltd., and himself a leading automotive diesel engineer, opened the meeting for discussion, he mentioned that he had been impressed by the many Mercedes-Benz diesel cars he had seen in South America, but that there were still many problems, particularly starting, which the author had barely touched upon. Another well-known authority on the operation of diesel vehicles, Mr. T. H. Parkinson, of Leeds, said he hated to be unduly critical but he did not see any hope for the small diesel when, at present prices, one could buy one or perhaps two petrol truck engines, completely equipped, for the price of a four-cylinder pump and a set of injectors.

Dr. A. Mueller, chief development engineer of Leyland Motors, Ltd., considered that the author had devoted too much time to comparing the mechanical structure of diesel and petrol engines, which was a matter that involved no real

difficulty, whereas he had said little about combustion chamber design and the combustion process in small cylinders. These were the real functional problems and he would like to suggest a revised version of the Paper dealing with this most important aspect in greater detail.

Something of the same subject was touched upon by another contributor, who said that if the swirl-chamber engine was run up to very high speeds the specific consumption might rise to more than 0.5 pints per b.h.p.-hour and the economy represented by the figure now associated with a narrow governed speed range would largely disappear. Another speaker pointed out that when the author quoted a 25 per cent weight increase for a diesel engine he was referring to engines of size for size. But the comparison should be on power for power and in that case a diesel would have to be of at least 10 per cent greater swept volume, which would possibly result in a 40 per cent weight difference.

### Jet Demands

The matter of fuel availability was raised by Mr. Graham Norris (J. Cockshoot and Co.). He pointed out that the military services were avoiding diesel equipment as far as possible, because modern aircraft requirements necessitated more and more of the type of fuel from which diesel oil was derived, with the inevitable result that under war conditions petrol would be the more freely available fuel for road vehicles. Dr. J. Brewer (Shell Research) put in a supporting word for the small diesel as regards starting.

At a time when Italy's biggest manufacturer has just introduced a diesel car, these views gain in interest, and seem to indicate a wide divergence.

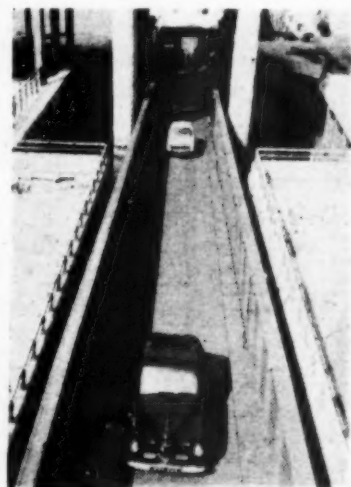
## DRIVE-ON AT BOULOGNE

MORE magnificent counterpart of the new cross-Channel ferry terminal at Dover (*The Autocar*, April 10), is the new Gare Maritime at Boulogne, France's second passenger port after Marseilles. This provides drive-on facilities for motorists travelling between France and Britain, by means of a long ramp to the stern of the ships, and spacious accommodation for cars and passengers which will speed up still further the passage through customs, already exemplary in France by comparison with the dismal waits suffered at Dover, for instance. An example of the new terminal's despatch in this direction has already been shown by the passage of 107 Monte Carlo Rally cars early this year in precisely 23 minutes. Boulogne dealt with 31,725 cars in 1952.

Motorists are already using the drive-on facilities at Boulogne and there are favourable comments on the stylish and functional architecture of the Gare Maritime by those who are passing through it; the experience is pleasant, particularly if a meal is enjoyed in the superb restaurant that is part of the facilities, and contrasts strangely with the seeming reluctance to use the Dover terminal with more than a few vessels. On Sunday, May 3, for instance, a member of this journal's staff, having driven aboard the *Dinard* at Boulogne in a few minutes, was subject to an hour and a half's wait in a bitter northerly wind at Dover while cars were slung off the ship. As over 50 per cent of the car travellers were foreign,

their feelings can be imagined, and, indeed, were visible in their faces as they covered behind railway trucks, stone blocks and dirty grey sheds, away from a north-easter that had reduced many of them to seasickness.

*Soyez les bienvenus!*



Cars driving up the long ramp from ship to shore at Boulogne.



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## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### BUMPERS

Are They Serving Their Purpose?

[64871].—Will someone please enlighten me as to the policy of car manufacturers in respect of bumpers?

As I understand it these fittings were originally intended to protect the car from damage caused by light shocks. They were firmly fixed, being bolted directly to main frame members in most cases.

Nowadays, although much more massive and imposing in appearance, they are frequently held in place only by relatively light brackets. Also the rear bumper is usually built so close to the body, and the front bumper to a valance, that even slight deflection must inevitably damage the bodywork.

Sheffield.

H. L. EVANS

### DAZZLE

Solution to the Problem Lies Near Home

[64872].—After reading correspondence on the subject of dazzle and having just completed a long night journey, which has served to re-emphasize previous conclusions, I feel compelled to point out that in my opinion the matter presents no greater problem than the correct adjustment of head lamps.

On the majority of occasions one dipped head lamp has caused far more worry (and, in some cases, complete temporary blindness) than a pair of double dippers on full beam.

In a slightly misty atmosphere a badly aligned head lamp betrays itself in the most obvious fashion and it strikes me that any amount of redesigning, legislation or good advice is completely thrown away on the type of mentality which is so obviously uninterested in getting the best from a lighting system, let alone in causing inconvenience to others.

Ruislip, Middlesex.

RICHARD N. CARLING.

### FIRST COME

Orders Should be Delivered According to Dates of Receipt

[64873].—Long lists are again being drawn up for delivery of popular cars. Surely, this is an opportune moment for orders to be delivered in proper rotation according to date received by the manufacturer.

The old system results in new cars being "in stock for immediate delivery" in country districts, while city purchasers have to wait a much longer time for cars they have ordered.

I believe that some manufacturers have adopted this system, but the public would appreciate a clear statement from manufacturers at an early date.

G. CAMERON.

Liverpool, 23.

[Present delays are likely to be only temporary and are not, perhaps, as serious as suggested.—Ed.]

### PETROL FUMES

Satisfactory Solution on a Post-war Aston Martin

[64874].—I should like to suggest an alternative solution to the trouble mentioned by your correspondents [64813 and 64829]. It appears obvious that petrol spray is blown out of the carburettor intakes, so producing a violent smell. A small leak would not have this effect. It would be interesting to know whether any of the cars mentioned have full-sized air cleaners,

## CORRESPONDENCE

continued

as I have had this trouble on a car without a cleaner but have never experienced it where a cleaner was fitted.

My car is a post-war four-cylinder Aston Martin and I found that when the throttle was opened wide at fairly low speeds the petrol smell was very bad, but not with a wide throttle opening at high speeds. The inlet valves open on this engine at 8 deg before t.d.c. and my opinion is that at low engine speeds and wide throttle openings the air is travelling slowly through the intake and, owing to the early opening of the inlet valve, before the exhaust stroke is finished, there is a reversal of direction. I have completely cured the trouble by fitting a thin-gauge tube, of the same bore as the intake and about 4in long, to each carburettor. This either ensures that the air is kept moving in the proper direction or catches the spray that is momentarily blown back. I am not worried as to which it is; just pleased with the result. I think petrol consumption is also improved considerably.

Incidentally, the Aston Martin company informed me that only twelve of these cars were made and I should be very glad to hear of other owners so that we can compare experiences. I have owned several cars and driven many others, but have yet to find one I like better as regards performance, ride and control. Loughborough, Leicestershire. F. H. HOLMES.

## SERVICE

## How Uncooperative Can One Be?

[64875].—Recently I had petrol trouble and came to a halt outside a service station.

I asked the man in charge if he would get one of his mechanics to clear the petrol line, which I knew to be the cause of the trouble, and was told, "Sorry, we are too busy." Although I explained that it was, at the most, a ten minutes job (Fiat 500—gravity feed) I was again told, "We've too many jobs to get out tonight."

He then retired into a glass-fronted store and watched me do the job myself in pouring rain, handicapped by the fact that my right hand was heavily bandaged and that I had to work single-handed.

Can any reader beat this?  
Mitcham, Surrey.

C. C. MELHUISE.

## CAUSE AND EFFECT

## The True Reason for Salvadori's Retirement

[64876].—In fairness to our friends Wills, Pressure Filled Joint Ring, Ltd., I feel that I should point out that the withdrawal of Roy Salvadori's Connaught in the 15-lap *formule libre* race at Goodwood, on Easter Monday, was the result, in fact, of a cracked liner letting water into one of the cylinders, and not, as previously stated, of failure of one of the Wills ring cylinder head compression joints.

R. B. CLARKE,

Send, Surrey.

Connaught Engineering.

## BEWARE

## A Reader's Unfortunate Experience

[64877].—At the present time when many motorists will be seeking garage accommodation in Central London I feel a recent experience of mine should serve as a warning to others to take particular care in their choice of garage.

About a week ago I left my car in a large West End garage from Friday lunch time until Saturday morning; when I left the car at the garage it was quite undamaged. When I went to collect it there was a large dent in the left-side rear wing, in fact, a hole had been torn in part of the wing. It was quite obvious that the front bumper of another car had been driven into mine with some force. The garage not only disclaimed all responsibility but adopted an attitude of complete indifference.

I am well aware that many garages surround themselves with a sufficiency of legal protection which effectively prevents any action for damages and in view of this it seems obvious that the only course left to the motoring public is completely to avoid such places.

DONALD G. BROWNLIE.

Redcar, Yorkshire.

## DOWN UNDER

## Australian Requirements

[64878].—I should like to add my weight to the comments made on present-day design by Mr. L. Cox-Martin [64637]. I endorse everything he says on seats and gear levers.

In the latter regard I have never been able to understand why cars like the Hillman Minx, Austin A.40, Morris Oxford and

so on, which, after all, are not true six-seaters, have to have such needlessly complicated and often ineffectual gear change arrangements. Even the Rover which, in models up to the P3, had a really excellent change, has succumbed to the dictates (whose, I wonder?) of fashion. I see that, in Britain, a kit for conversion back to floor change is available; surely a needless expense for someone buying an inexpensive car?

Another bad feature which many British manufacturers would do well to rectify is the increasing use of warning lamps instead of vital instruments. If cost is the reason, please leave space for these instruments on the fascia and sell them as optional extras. British cars are expensive in this country, an Austin A.40 costing approximately £800 (expressed in sterling) and registration and insurance about another £25.

And please, British manufacturers, let us have more of the round-faced, black and white dials found today only on such cars as Alvis, Jaguar, Armstrong Siddeley Sapphire, and Jowett Javelin de luxe; and please include trip recorders on the speedometer. Money spent on better instruments could be saved by using less chromium decoration on grilles, rubbing strips and so on.

Another feature overdue for improvement on higher-speed cars such as Ford Zephyr, Vauxhall Velox and Citroen Six is longer-range and higher-powered head lamps. Our country roads here are frequently long and straight so that it is maddening to be held back by short-range lamps because of possible collision with straying stock.

H. SAWKINS.

New South Wales, Australia.

## HORSTMANN

## An Example Required in America

[64879].—In "Vintage Fan's" letter [64807], published in the issue of April 3, your correspondent mentioned the name Horstmann.

For the years that I have been an enthusiastic supporter of your fine journal, I have looked for this name; in 1920 or 1921, my father, David Isquick, was the Scottish distributor for this make. The establishment was Harry Gold, Ltd., and was located at Charing Cross, in Glasgow.

My father has often told me about the beautiful dark blue, 30-coat paintwork, and the lowness of this car's build. The suspension was very soft for that era and the resultant ride was smooth and cushiony—something not too prevalent in the early 'twenties.

In the past few months, I have been in correspondence with one or two British firms to help me locate an early model Rolls-Royce Silver Ghost tourer. I would certainly be thrilled if one of your readers would be in possession of a Horstmann or an earlier make called the Stellite, one of the first cars owned by my family in Glasgow. Any information sent me would certainly be appreciated.

Cleveland, Ohio.

B. SCOTT ISQUICK.

## FOCUS ON FACIAS

## Further Thoughts on Convenience

[64880].—Thank you for your excellent article "Everything Under Control" (*The Autocar*, April 10). I have, however, one or two additional comments to make.

The most sensible type of dip-switch made today is the foot-rest-cum-dipper as fitted to the new Humber Super Snipe.

I would also like to see the designer pay more attention to small points. To cite two in particular: the positioning of the throttle (whatever type employed) in relation to the scuttle, and the fact that many drivers (including myself) drive with their right knee resting against the door panel; there is almost invariably a window winder or some other implement of torture placed in exactly the wrong place.

Thank you for an excellent journal but I wish that you would devote more space to interesting "hot-rods," specials and vintage vehicles.

PAUL NADIN.

Godalming, Surrey.

## INSTRUMENTS

## One Motorist's Point of View

[64881].—There seem to be quite a lot of opinions on the proper instruments to be fitted to a car fascia, and I notice that many old hands seem to want a great array. I wonder if this is because they really need them, or because they feel that they are not in a proper driving seat unless confronted by a mass of dials, pointers, and gadgets that please their ego by giving them a sort of "Commander of the Ship" feeling!

I am not a veteran car owner, and have possessed a car

# To Owners of Sports Cars

Sustained fast driving places a very great responsibility on sparking plugs. Lodge, who for years have manufactured plugs for aircraft and racing car engines, are now producing for general release a special platinum pointed plug for use in sports cars and high efficiency engines.

These special sparking plugs sell at 15/- mainly due to the precious metal platinum that has been introduced to form the electrodes. Platinum is used for two main reasons. Firstly it has an exceptional resistance to spark erosion which means longer life for the plug and longer intervals between the need for adjusting the gap. Secondly the conductivity of platinum and its imperviousness to the effects of gas enables both electrodes to be very thin so that they do not shroud the spark.

These sturdy thin platinum electrodes allow the mixture to flow more easily all round the gap, resulting in more certain combustion, better slow running, better starting and noticeably better all round performance.

The plug has the exclusive Lodge 'Sintox' insulation containing the platinum centre electrode which is gold soldered to the copper core. This gives high heat conductivity to the plug generally and a wider operating range. A resistor and spring contact still further lengthen the life of the plug.

The gap setting on these plugs is .018"—.021" and owing to the special construction this setting should not be altered at all whether the engine manufacturers recommend a different gap or even when a sports coil is fitted. Such recommendations have usually been given for use with ordinary plugs having normal electrodes.

These special long-life platinum pointed plugs, made exclusively by Lodge, are manufactured with identically the same materials as used so successfully for the world-famous Lodge aircraft and racing plugs.

Your garage will advise you as to the correct type of Lodge platinum pointed plug for your car.

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**GIVE ME CASTROL**

**THE MASTERPIECE IN OILS"**



**Bristol recommend**





## CORRESPONDENCE

continued

only a relatively few years, but I am all for an absolute minimum of instruments. A speedometer is about the only one I would class as essential. The real object of instruments is, surely, to tell the driver if things are going wrong, and, as the modern car is 99.99 per cent reliable, they are now redundant. I am sure that the constant anxious scrutiny of dials spoils the pleasure of driving. At high speeds its distraction may be a positive danger. Quite a lot of the instruments formerly classed "absolutely necessary" have gone now; and very properly, too!

A radiator thermometer, for instance. This delighted the "gadgetter," but what good was done by knowing the temperature of the radiator water? None at all that I can see! Then there was the ammeter, which, happily, has now gone, too. It had some weird markings, labelled "charge" and "discharge," but I am sure that few motorists took much notice of it, and fewer still knew what such-and-such a reading meant. Now, with the voltage control generally fitted, there is no need to know what amps the dynamo is producing, for the modern charging system and battery can be left to look after themselves almost indefinitely.

The oil pressure gauge, too, has sensibly been replaced by a light, which tells the driver the thing he wants to know—that the pump is being driven. Surely, provided he has made sure that there is oil in the sump, that is all he needs to know? "Pounds pressure" mean little to the average motorist; and if he does know, what can he do about it?

This signal light system is so simple and serviceable that it seems that it might, with advantage, be used to get rid of another instrument that is an eyesore on most facias—the petrol gauge. Let this, too, go from our cars, and be replaced by two signal lights. One, which might be blue, would show when the tank was full, or nearly so, and the other, appropriately coloured red, would come on when the tank contained only a gallon, or less. These are the two details of information that the driver wants to know, and it would then be possible to do away with the wavering pointer on a scale that cannot be relied upon on any car that I know.

One indicator which I do like, and which seems to be appearing on many modern cars, is the signal light which tells the driver whether he has dipped or not. I am sure that many drivers will agree with me when I say that this is a help.

So, do please let us have our panels clear of all instruments, which only confuse us. I even favour a speedometer in which the pointer is replaced by an indication in displayed figures, rather like a "jumping figure" watch.

London, S.W.16.

RALPH J. LONGSTONE.

## DO NOT UNTO OTHERS

The Motorist His Own Worst Enemy?

[64882.]—The commissionaire outside our offices in Grosvenor Place informed me with a smile and a "Good morning" that I could leave my car in front of the entrance.

I parked with my tyres just touching the kerb and the sun was shining on the Coronation preparations. Two hours later I found my right-side wing and running board buckled and practically a hole in the door . . . the sort of damage which is not only seen but heard.

The perpetrator did not think fit to mention it to the commissionaire standing within a few yards, nor did he leave his card; the police took particulars and smiled. The constable said that it was quite usual. If it is, then it would appear that the worst enemy of the motorist is, in fact, his fellow motorist; can it be so?

A little courtesy, a little more manners in this Coronation year, please. A. P. VACCA, M.A., A.M.I.E.E.

London, S.W.7.

## PETROL AND PERFORMANCE

No Firm Conclusions to be Drawn

[64883.]—Referring to the articles by John Rabson in your issues of March 27, April 3 and April 10 on fuel consumption with first-grade petrol, although not directly interested, since the fuel used was not supplied by my company, I feel I must correct the misleading impression given.

In no circumstances would we feel able to draw firm conclusions from the limited number of tests carried out by John Rabson. To do so we would require several repeat tests under each set of conditions.

The overall average of our own numerous and extensive

tests on some twelve different designs shows an improvement of 7.7 per cent in m.p.g. by the use of first-grade petrol. In view of the large differences found between cars of different types this figure should obviously not be used as a target by individual motorists, but I think you will agree it presents a very different picture from that given in your articles.

W. S. AULT.

Manager, Technical Department,  
Shell-Mex and B.P., Ltd.

London, W.C.2.

[The author comments: On page 441, *The Autocar*, April 3, in the first paragraph of the second part of the article, I have specifically stated that, "The results and the conclusions drawn relate to the particular tests that were performed and, although they show the general trend, they cannot be considered as absolutely final and conclusive. To obtain such figures would require much more testing."—Ed.]

## "WANDERING MINSTREL"

Abnormally High Oil Consumption Suggested

[64884.]—I have just read Peter Garnier's article [*The Autocar*, April 24] with amusement and pleasure. You do contrive to make journey reports interesting; they can so easily degenerate into non-motoring-interest travelogues.

But what surprised me was the way, in the penultimate paragraph, in which Mr. Garnier says that, in covering 986 miles, only three pints of oil and four toppings-up with water were needed; this on a car provided by the makers and, therefore, presumably not too aged. Even allowing for high-speed travel with a 1½-litre engine this water and oil consumption seems to me fantastic. My knowledge of 1½-litre engines is restricted to Vauxhall, Javelin and Riley, but a reasonably maintained car should do 1,000 miles without using anything like three pints of oil.

Surely, if you had any car that did only 2,500 miles to a gallon of oil you would conclude that something was wrong?

Wilmslow, Cheshire.

K. KEMSEY-BOURNE.

[The author comments: It should have been made clear that, on taking over the car, one pint of oil was required to top it up. The total mileage was still low and it is not unusual for the oil consumption, at this stage of an engine's life, to be greater than it will be when the engine has settled down and some carbon has formed. In any case, an oil consumption of the order of 2,500 m.p.g. is not unreasonable.—Ed.]



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# "The Autocar" READERS' SERVICE

## COLD STARTING

When starting from cold it is necessary to press the starter button of my car half a dozen or more times before the starter pinion engages with the flywheel instead of merely spinning idly. On the other hand, when the engine is thoroughly warm it engages immediately.

I have fitted a new, fully charged battery of the same size and make as the original and have carried out all the usual recommendations. The four brushes are perfectly free in their holders and are held in proper contact with the commutator by their springs. The trouble still persists, however, and I shall be most grateful for any advice you can give me on the subject.

G. H. P.  
Ceylon.

IT would seem that the trouble may lie in the starter pinion moving sluggishly on its thread when the engine is cold. This pinion should not, of course, be lubricated because oil on the thread is apt to result in sluggish movement of the pinion. You should verify, when you remove the starter motor for cleaning, that the pinion moves quite freely.

Another possibility is that for some reason or another, possibly dirty contacts in the starting motor switch or a loose connection somewhere in the wiring to the motor, there is a drop of voltage when the engine is cold, but that the under-bonnet heat when the engine is warm and the consequent expansion of all metal components results in the faulty contact becoming a little tighter.

You should also check that the mounting is not damaged, with the result that the pinion is not accurately lining up with the teeth on the flywheel.

## Squeaks

I have a Triumph Mayflower and lately the clutch has had a tendency to squeak during operation. The clutch is accurately adjusted and my friends suggest that it is caused by the clutch lining material. Is this likely?

Silangor, Malaya.

H. Y. K.

IT is difficult to understand why a squeak should be caused by the friction material, and it is much more likely that it is the clutch mechanism and thrust block that are causing the squeak. The only really satisfactory solution is to strip down and examine the components.

## Thermo-syphon

I am building a special with a rear engine which I intend to cool on the thermo-syphon principle, but I am not at all clear as to what extent this limits the position in which the radiator is mounted. Is it essential that the header tank is above the level of the cylinder head?

Londonderry.

B. C. C.

IF the thermo-syphon principle is to be employed, the header tank and top of the radiator core must be higher than the cylinder head. The greater the difference in height, the more efficient the cooling system will be. The principle makes use

of the fact that hot water will rise to the top of the system; if the heating element (i.e. the cylinder head) is at the top, no effective circulation will result.

## Offset Crankshaft

I understand that in some engines (I have in mind the Ford Consul and Zephyr) the crankshaft is offset in relation to the centre line of the cylinders. I should like to know why.

Glasgow.

B. E.

THIS is correct, the purpose of the offset being to give better control of the piston directional changeover at the top dead centre point, and also to reduce the tendency to piston slap. It is claimed that this method also brings the centre of thrust (owing to connecting rod angularity) farther down the piston skirt. Consequently, the bearing pressures are more equalized between the top and the bottom of the piston skirt.

## Compression and Torque

What effect does an increase in compression ratio have on the torque and b.m.e.p.?

P. F. H.

Nuneaton, Warwickshire.

MAXIMUM torque occurs at the point of maximum b.m.e.p. (brake mean effective pressure). In other words, when the piston is receiving its most powerful push (maximum b.m.e.p.) it will also provide the maximum twisting force on the crankshaft (torque). An increase in compression ratio or volumetric efficiency will tend to increase the b.m.e.p. and therefore the torque, but in so doing the speed at which the maximum torque and maximum b.m.e.p. occur may also be affected.

## Crankcase Pressure

When my car has been standing for a few minutes after a run, oil begins to run out of the clutch housing. I have had the rear main bearing checked, together with the oil return pipes, and I am convinced that all the mechanism for preventing oil from entering the clutch is in good condition.

Manchester.

B. P.

IF the bearings and oil seal mechanism are in good condition, the oil trouble must be caused by excessive crankcase pressure. This can be brought about by a fault in the breather system, or by excessive blow-by owing to worn pistons or piston rings.

## Oil Level

I have an 8 h.p. tourer and when the oil level is up to the top mark of the dipstick, oil is blown out from under the filler cap. As soon as the level drops to a point just above the centre mark on the dipstick it appears to remain steady and there is no further loss through the filler. The engine pulls well and there is good compression on each cylinder. The m.p.g. is also very

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Queries should not be submitted which are the normal business of manufacturers' service departments

satisfactory. I have made sure that the breather is unobstructed and that gasket holes, and so on, are properly aligned. New oil control piston rings have had no effect on the fault.

C. G.

Narberth, Pembrokeshire.

IF you are satisfied that the engine can work safely and properly when the oil level is somewhat below the top mark, you could try not filling the sump to the maximum level, but operating the engine on the slightly lower level instead. It is possible that the dipstick is incorrectly marked.

## Water Leaks

I suspect that my 1936 B.S.A. Scout has a tendency to overheat. My main problem, however, is that the level of water in the radiator drops much more quickly than it should, but I cannot spot any leaks. Can you diagnose the trouble?

Richmond, Surrey.

L. H. P.

LOSS of water may or may not be related to overheating. A small internal crack, or a leak across the cylinder head gasket may be the cause of this, and the latter should be particularly suspect, for the Scout is a compact engine and the gasket faces are very narrow. Oil scum in the radiator or water emission from the exhaust pipe are certain signs of internal water leaks, and these should be checked immediately. Excessive sludging of the oil in the sump is another indication.

## Fuel Starvation

I am now absolutely satisfied that the ignition is working satisfactorily on my car, but at about 40 m.p.h. the engine will drag until given a touch of choke. The fault developed after a new petrol pump had been fitted and this was changed again with no effect. The whole fuel system was cleaned out and checked, much of the piping was replaced and the remainder blown through with compressed air; no improvement has been made.

E. G. W.

Sidcup, Kent.

YOU should check the pump delivery pressure and make sure that the new pump face gasket is not thicker than the original (with a mechanical pump) causing limited pump stroke. Is the carburettor needle valve the correct size and quite unobstructed? The carburettor jet settings should be checked and, of course, the jets should be checked also for looseness.

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"DAILY EXPRESS" INTERNATIONAL MEETING, MAY 9

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**1st S. Moss JAGUAR Mk. VII**

(Record lap 76.36 m.p.h.)

### 500 c.c. RACE

**1st D. Parker KIEFT**

**2nd R. G. Bicknell STARIDE**

**3rd E. Brandon COOPER**

Subject to official confirmation

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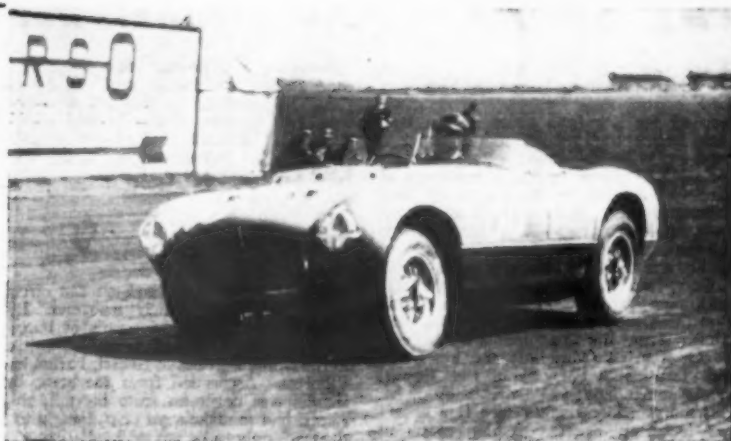
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# THE SPORT

by  
**J. A. Cooper**

Winner of the Production Sports Car race at last Saturday's Silverstone meeting: Mike Hawthorn, seen here rounding Abbey Curve in the 4.1-litre Ferrari with Superleggera body which he also drove in the recent Mille Miglia race in Italy.



## SILVERSTONE • ISLE OF MAN • NAPLES

SILVERSTONE was certainly a good day, and from all points of view, including the weather. A better race than the formula 3 event would be hard to imagine, and right until the last second the result was in doubt. Ferrari deserved the dual success of the main event and the sports car race; incidentally, it is interesting that the two 4.1-litre sports Ferraris of Hawthorn and Cole were the cars driven by them in the Mille Miglia, and as the axle ratio had not been changed since that event, they did not use top gear at all at Silverstone, having a comfortable 135 m.p.h. or so without it! Also, Cole's car, which ran right through the Mille Miglia and finished fourth, had still the same set of Pirelli racing tyres on which it had started the Italian event; the rear pair were just about worn to the safe limit by the end of the Silverstone meeting, but it is a fine performance nevertheless.

One thing does strike me: there were three instances during the meeting of drivers jumping the start and incurring penalties therefor. One of them involved Bob Gerard, who is certainly not a start-jumper by design; and I am inclined to blame the method of starting, at least to some extent. The flag was raised and held aloft for fifteen seconds, and this, I think, is far too long; five seconds is a more normal and an ample figure. Fifteen seconds seems a very long time to a driver keyed up for the start; his heart gets palpitations, his left foot gets tired and starts quivering from the strain of holding out the clutch, and it is small wonder that these crimes were committed. Also, the starter was perhaps a little close to the front rank of the grid in the racing events; this meant that those drivers had to look up and to the right to a marked extent, and this made it more likely for the car to start to creep without the driver realizing it until too late. I am not criticizing the im-

position of the penalty, which is perfectly justified and, in fact, essential if discipline is to be maintained; there have been instances on the Continent, where things have been more lax, of the whole front rank edging forward step by step until all the cars were ten yards or more down the road before the flag actually fell, and this reduces the start to a farce.

IT is unfortunate that the only true road racing circuit in the British Isles, other than the Dundrod course in Northern Ireland, should by necessity be tucked away in the Isle of Man. Many enthusiasts who would like to watch the British Empire Trophy cannot manage the journey to see the race, although the 3.8-mile road circuit at Douglas is such a fine venue. The race will be run there again on June 18; regulations have recently been published. The B.R.D.C. is, however, faced with the sad possibility that this Coronation year event may be its swansong on this circuit, owing to lack of public support. It would be out of character to have to confine the British Empire Trophy to an aerodrome circuit.

The main difference in the regulations from those of last year is that any sports car is now eligible to enter. The event is, in fact, open not only to *marques* in general production; prototypes may also be entered, and any individually built sports cars. This should stimulate a varied and interesting entry, and probably keener competition than before will result in each class.

There will be two or more heats, of eight laps each, and a final of sixteen laps. The three classes are handicapped as follows: Up to 1,500 c.c., 3 minute start; 1,501 to 2,600 c.c., 1 minute start; over 2,600 c.c., scratch. The first seven finishers in each heat will compete in the final, which is limited to 30 cars. Cash prizes for the outright winner and fastest finisher are £50 each; the entrant of the first all-British car is awarded £100, and there are prizes in each class of £75, £50 and £40, for first, second and third places

respectively. (Entries close on June 1; regulations and entry forms from D. J. Scannell, B.R.D.C., 4, Park Lane, London, W.1.)

ALTHOUGH I have never taken the trouble to work out any statistics on the matter, I imagine that the number of car racing drivers who take up motor cycle racing as a change is negligible. There are, however, a few motor cyclists who decide sometimes that maybe four wheels and a metal body offer a more comfortable way of hurrying around a racing circuit than their two-wheeled method. Geoffrey Duke, who virtually deserted motor bikes last year to compete as a member of the Aston Martin *équipe*, was a notable convert; for his skill on two wheels had earned him the Segrave Trophy for 1951. Perhaps, therefore, it is not surprising that he is going back to motor cycles again. He has been released temporarily from his duties with the Feltham *marque*, and will ride a Gilera in the Isle of Man Senior T.T. race this year.

IT is fitting that in a year when we are celebrating a Coronation there should be some special award to encourage the manufacturers, drivers and mechanics—to say nothing of spectators—who pin their faith on British racing cars. The B.A.R.C. has nobly filled the need. The club is to commemorate 1953 by awarding 200 guineas and a handsome trophy to the most successful British driver of a British 2-litre racing car in events in the United Kingdom or abroad. Points counting towards the trophy, which are won in scratch events only, are awarded for the whole of this year's racing, starting from January. For Grand Prix events, run under the current international G.P. formula 2, the marking is as follows: 1st place, 50 points; 2nd, 40; 3rd, 35; 4th, 30; 5th, 20; finisher, 10. Other events run under an international permit qualify for points according to the length of the event concerned.

## THE SPORT . . . continued

THE Ulster Trophy races will be run to-morrow (May 16) on the Dundrod road course, near Belfast. The main race of the day (two heats of ten laps each, and a 14-lap final) should prove a good tussle for the formula 2 contingent. Included in the entry list is the team of four Connaughts, to be driven by Roy Salvadori—who drove so well at Silverstone a week ago—K. McAlpine, J. Coombs, and the Belgian driver Johnny Claes; the H.W.M. team (drivers Peter Collins, Lance Macklin, and J. D. Hamilton), Ken Wharton in a Cooper-Bristol, Bira (Maserati) and Alan Brown (Cooper-Alta). From the Continent are Baron E. de Graffenried (Maserati) and a solitary but formidable entry from the Ferrari stable at Modena, to be driven by J. M. Hawthorn. The smaller race is a sports car handicap event. Racing starts at 11.30 a.m.

Also this weekend is the first Prescott of the season, on Sunday (May 17). With fine weather, it may be a record-breaking day. At any rate, there is a substantial entry in all classes, which include formulae 1, 2 and 3 racing cars, and sports cars in all categories. Ken Wharton appears again with three cars: the Bell 2-litre E.R.A., a Frazer-Nash, and his 1,000 c.c. Cooper, with which he holds the record for the hill at 43.70s. Les Leston (Cooper) secured the formula 3 record last year, and is defending his title in the first round of this year's B.O.C. 500 c.c. championship. In the formula 2 class, Tony Rolt will drive the Connaught with which Ken Downing set up a new class record last year.

Starting today with a 250-mile road section, and finishing with a *concours d'élégance* at Morecambe on Sunday, the Lancashire A.C.'s Coronation Year Morecambe National Rally occupies the whole of this weekend. There is a good entry. Spectators will have the chance of seeing competitors perform the final elimination tests on Morecambe promenade on Saturday.

One of the popular club meetings at

Silverstone will be run this Saturday—the annual Maidstone and Mid-Kent "do." Spectating is confined to members and friends of the invited clubs: B.R.D.C., B.A.R.C., Vintage, Bugatti, N.L.E.C.C., Peterborough, and Half-Litre C.C. First race, 1 p.m.

IN the Naples G.P., run on the circuit of Pausilippo which measures 2.55 miles to the lap, the Maseratis of Fangio and Gonzalez offered some real opposition to the works Ferraris of Ascari, Farina and Villoresi. Ascari led from the start, but Fangio was never far from his tail; then Ascari had to make a pit stop, Fangio took the lead, only to be passed by Farina, who led by two seconds at half distance. Then Fangio had to stop for a wheel change, while Ascari (who had been in and out of the pits) retired. But Fangio was not beaten yet, and set out to catch Farina; at the end the Maserati was only 20 seconds behind the flying Ferrari.

**RESULT** (race distance 162.9 miles, 60 laps of 2.55-mile circuit)  
1, Ferrari (Parini), 2h 12m 17.1s, 69.33 m.p.h.;  
2, Maserati (Fangio), 2h 12m 36.4s; 3, Maserati (Gonzalez), 2h 13m 39.6s; 4, Ferrari (Villoresi), 1 lap behind.

JIM KIMBERLY, of Chicago, won the 200-mile main event at Bergstrom Air Force Base, Austin, Texas, on April 12, organized by the S.C.C.A. He was driving a 4.1-litre Ferrari, and finished with an average speed of 86.4 m.p.h. Twelve seconds behind him, Phil Hill took second place with his Jaguar. Hill pressed Kimberly all the way, and managed to pass him at about half distance, but the Ferrari was in the lead again in the next lap. A Jaguar XK120C took third place, driven by Masten Gregory.

The first race of the day, a 50-mile event for production sports cars, seems to have been Jaguars all the way; they finished first, second and third, drivers E. T. Newcomer, L. V. Rainwater and H. Fenner respectively. The second event, for modified sports cars of all classes, covering 75 miles, was won by Bill Spear in a 4.1-litre Ferrari at 85.7 m.p.h. Fred G. Wacker, who finished second in his Cadillac-Allard, had a tremendous duel with Jim Kimberly (4.1-litre Ferrari), and received the chequered flag with six seconds to spare in front of the Italian car.

There was an astonishing win in the third race by an Osca. This car was badly damaged during practice when it was being driven by its owner, George Moffett, who unfortunately sustained a broken leg and shoulder. Working all night with volunteers from the air force machine shop, driver Bobby Said and the crews of the other Osca entrants, repaired the car in time for the race the following day. Said found a formidable foe in Johnny Von Neuman, in a Glocckler Porsche. The two battled it out for the whole race, exchanging the lead 12 times in the first 16 laps. Said won at 79.2 m.p.h., with Von Neuman 12 seconds behind him. In third place was another Osca, driven by Rees Makims.

This race was the second in a series of seven to be held this year by the S.C.C.A., in co-operation with the Strategic Air Command of the U.S. Air Force. The next is on July 4 and 5, at Offutt Air Force Base, Omaha, Nebraska.

ENTRIES accepted for the national race meeting at Snetterton, on May 30, organized by the West Essex Car Club, include members of the *Ecurie Ecosse* (Cooper-Bristol, Connaught, and four Jaguar XK120 C-types), R. W. Baird, with his two Ferraris and Alta, Don Parker (Kieft), and Ken Smith with his Smith 500. There is also Cliff Davis's interesting Tojeiro, Ron Flockhart in the E.R.A., and Don Truman (Cooper). The meeting caters for racing cars (*formule libre*, and formulae 2 and 3), and sports cars of any capacity; there is a special event for Bentleys. (Entries close May 25; G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.)

## CLUB NEWS

**Cheltenham M.C.**—The annual Staverton Speed Trial will be held on Sunday, May 24, for 500 c.c. racing cars, sports cars, and saloons. Venue is Staverton Airport, near Cheltenham, Gloucestershire, and the one-kilometre course is roughly L-shaped. Invited clubs: 750, Half-Litre, Bugatti, Sunbac, Bristol, Cirencester, Berkhamsted. The public will be admitted to watch the meeting. Admission charge is 1s; car park fee, 2s 6d. (Entries close May 18; G. H. Hines, 4, Orrialsdale Road, College Road, Cheltenham.)

**Veteran C.C.**—The paddock behind Hendford Manor, Yeovil, on Saturday, May 2, sported a wonderful concourse of veteran and Edwardian cars. It was the rallying point for the Yeovil Rally and Trial, and marks were awarded for the number of miles the cars had to travel—under their own steam—to the event. After lunch, there was a timed trial to Stourton, Wiltshire. Before starting, all the cars fitted with speedometers had them covered; average speed, which varied from 12 to 25 m.p.h. according to

## COMING SHORTLY

MAY 15-17.—Lorraine Rally, France.

15-17.—Lancashire A.C. Motecambe National Rally and *concours d'élégance*.

16.—Ulster A.C. Ulster Trophy races, Dundrod circuit, Co. Antrim, N. Ireland, 11.30 a.m.

16.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.

16.—Harrow C.C. Invitation rally and night navigational competition, Waters Garage, Hatfield, Hertfordshire, evening.

16.—Mercedes-Benz Club, Visit to Aston Martin, Ltd., Hanworth Park, Feltham, Middlesex, 2.30 p.m., followed by tea and film show, Hanworth Park Hotel.

16.—Alvis Register, Noggin and natter, Phenix Hotel, Hartley Wintney, Hampshire, 6 p.m.

16-17.—Montreux Rally, Switzerland.

16-17.—A.C. Owners' Club, East Anglian Rally Round.

16-17.—West Hants and Dorset C.C. Moonfleet rally and gymkhana, Ibsley circuit, near Ringwood, Hampshire, 12 noon.

16-17.—Dunlop Car and M.C.C. Fort Rally, Fort Dunlop, Erdington, Birmingham, 24, 12 midnight.

17.—Inter-Europe Cup and Monza G.P., Italy.

17.—Production car race Francechamps, Belgium.

17.—Bugatti O.C. National speed hill-climb, Prescott, near Cheltenham, Gloucestershire, 11 a.m.

17.—Hants and Berks M.C. Driving test meeting, California in England, Wokingham, Berkshire, 1 p.m.

17.—Cemian M.C. President's Rally, King's Arms Hotel, Berkhamsted, Hertfordshire, 1 p.m.

17.—Bentley D.C. Mid-West Inter-regional team challenge driving tests, Esso House, Abingdon, Berkshire, 11 a.m.

17.—Alvis O.C. (S.E. Section). Spring Rally, Crispin Inn, Burnham, Buckinghamshire, 1 p.m.

21-25.—Aix-en-Provence rally, France.

22-23.—Eastern Counties M.C. Coronation Felixstowe Rally, Cavendish Hotel, Felixstowe, Suffolk, 11 a.m.

22-23.—M.C.C. Edinburgh Rally, Kenilworth, Warwickshire.

23.—Half-Litre C.C. International race meeting, Brands Hatch, near Fawkham, Kent.

23.—Winfield J.C. National race meeting, Charterhall, Berwickshire, 2 p.m.

24.—Frontières G.P., Belgium.

24.—Sardinia Trophy, Italy.

24.—Coupe des Dames, Italy.

24.—Riley M.C. (Cardiff Centre). Whitsun Rally, Castle Garage, Cardiff, 10 a.m.

24.—Cheltenham M.C. Staverton Speed Trials, Staverton airfield, near Cheltenham, Gloucestershire.

24.—Eastern Counties M.C. Felixstowe *concours d'élégance*, Felixstowe, Suffolk, 2.30 p.m.

25.—B.A.R.C. International race meeting, Crystal Palace, Sydenham, London, S.E.19, 2 p.m.

25.—Bristol M.C. and L.C.C. Race meeting, Thruxton airfield, Thruxton, near Andover, Hampshire, 1.30 p.m.

25.—Cornwall M.R.A. Race meeting, Davidstow circuit, near Launceston, East Cornwall, 2 p.m.

25-28.—R.S.A.C. Coronation Scottish Rally.

## CLUB NEWS . . . . . continued

class, had to be estimated by drivers. Secret time checks taken en route were used to decide ties. The course covered about 25 miles. Tea followed at the Spread Eagle Inn, and the following results were announced.

**President's Challenge Cup** (best combined performance): 1911 Delahaye (J. Roakes). **Rally:** **Class A:** 1. 1905 De Dion Bouton (R. G. Forster); 2. 1904 Riley (J. H. Woodin). **Class B:** 1. 1906 Rover (C. C. Tufnell); 2. 1905 Renault (J. R. G. Down). **Trials:** **Up to 7 h.p.:** 1. 1904 Riley (J. H. Woodin); 2. 1904 De Dion Bouton (H. T. Clarke). **10 h.p.:** 1. 1904 Cadillac (H. E. Bowden); 2. 1906 Rover (C. C. Tufnell). **15 h.p.:** 1. 1904 Darracq (R. D. Gregory); 2. 1914 Darracq (C. H. Smith). **Over 15 h.p.:** 1. 1915 Ford (E. V. M. Whiteway); 2. 1915 Ford (A. W. Coffin).

**Association of N.E. and Cumberland Car Clubs.**—This is a new venture, to bring about a closer co-operation between the clubs in the north-east and Cumberland area for running social and competitive events. First meeting was held on April 11, and was attended by representatives from the Burnhope, Cumberland, Hartlepool, King's College, Middlesbrough, and Newcastle clubs. The subscription for 1953 was fixed at 10s 6d per club. It is hoped that other clubs will join; meetings will be held at different centres to be chosen by member clubs in rotation. Next meeting is on July 25, at the Middlesbrough club headquarters. In November a special meeting will be called to discuss in detail the question of dates for 1954 events before the compilation of the R.A.C. draft calendar. (R. B. Horn, 3, Westwood Road, Bruntwood Park, Newcastle-upon-Tyne, 3.)

**Southern Jowett C.C.**—The club's first field day of the season was run on April 26, at Gustardwood, Hertfordshire. Unfortunately, the timekeeper's stop-watch played havoc with the results of the first driving test, and no results could be given—a pity, as some drivers had negotiated the series of eight marked points, in forward and reverse gear, with skill and speed. However, the next test was a simpler affair. There were seven marked lanes of varying widths; drivers had to follow them in forward and reverse, severe penalties being incurred for touching markers and tapes. **Results:** 1. Javelin (A. J. Deacon), 1m 6.4s; 2. Morris Minor (J. Fitzpatrick), 1m 9s; 3. Jowett 7 h.p. (P. Kehl), 1m 14.8s.

Next rally is at Balls Cross, Sussex, on Sunday, May 31. It will be another field event (no entrance fees), meeting at 12 noon, with the first test at 2 p.m. (R. Knight, 390, Hoe Street, Walthamstow, London, E.17.)

**N. London M.C.**—The Chessington Rally (May 31) combines a social rally with some competition and a visit to the zoo. During the morning some ingenious driving tests are followed by a picnic lunch; the afternoon's road section, while it has a few compulsory check points, leaves competitors free to drive through some of the best of Surrey's scenery. Non-competitors can watch the fun and have tea at the finish. Start is at Chessington Zoo, Surrey, at 11 a.m. (Entries close May 25; G. Bance, 17, Elms Avenue, Muswell Hill, London, N.10.)

**Seven-Fifty M.C.**—On May 31, the annual driving tests for the Ballamy Trophy are to be run at Frimley, near Farnborough, Hampshire. Clubs invited to compete in the fray are: Hants and Berks, Lancia, Lloyds, London, U.H.U.L.M.C. (Regulations from J. Collins, Cranbourne Hall, Windsor Forest, Berkshire.)

**Morgan 4-4 Club.**—The spares department of the club is becoming highly organized. Peter Brisbane is compiling a register of Morgans (and spares), and can supply the name and address of the nearest member holding any required spare; in addition, there are a limited number of Coventry Climax spares available. This service is operated for members only.

A map-reading and navigation rally will be held on May 24, starting and finishing at Kidlington Airport, Woodstock.

**Cemian M.C.**—In the social run, on April 19, competitors were given a list of coded place names which they had to locate and then answer quiz questions. Marks were awarded for correct answers, and deducted

for exceeding the average mileage and lateness at the finish. Tea was served at the Sun Hotel, Hitchin, Hertfordshire, where Andrew Arnold, in a Jowett Javelin, was announced the winner.

The President's Rally, on May 17, consists of driving tests at Bovingdon, Hertfordshire. Invited clubs: Kentish Border, N.L.E.C.C., Civil Service, Chiltern Falcon. Competitors will sign on at the King's Arms Hotel, Berkhamsted, before 1.45 p.m., and proceed in convoy to the venue at Whelpley Hill. Cars will be divided into classes according to cubic capacity; there are two main divisions, open and closed. (Entries to G. T. Wilby, 16, Glenloch Road, Hampstead, London, N.W.3.)

**Cornwall Motor Racing Association.**—This organization is a joint committee of the Cornwall Vintage C.C. and Plymouth M.C. Their aim is to promote motor racing in the south-west of England, and their first race meeting is at Davidstow, near Launceston, Cornwall, on Whit Monday, May 25. Regulations are now out; the programme includes races for formula 3 racing cars, sports cars up to 1,500 c.c., and unlimited sports cars. There are also trophies for the best sports car up to 1,300 c.c., and between 1,500 and 2,500 c.c. The course measures 1.9 miles to the lap, and has three right-hand bends and a chicane. As this is the first venture to bring motor racing to this part of England since the war, organizers hope that they will receive support from competitors. Invited clubs: Aston Martin, W.H. and D., M.A.C., Sporting Owner D.C., Welsh M.R.C., M.G., Half-Litre. (Late entries until May 18; J. W. Limmer, Little Meadows, Toldish, St. Columb, Cornwall.)

**Rhyl and D. M.C.**—From two starting controls, Chester and Rhyl, competitors in the North Wales Rally, run at night on April 25-26, converged at the top of Horseshoe Pass, Llangollen, where a regularity test was held before the main route was tackled. This consisted mainly of minor roads which required fair navigational and driving skill. The night, however, was fine and an almost full moon helped drivers considerably. After this, the route led into Anglesey and its difficult maze of roads. Many lost marks here, and very few retained clean sheets after two tricky navigational sections which followed, and another regularity run over the Horseshoe Pass. **Best performance:** Morgan (J. H. Ray).

**South Essex C.C.**—After the rigours of a night run from one map reference to another, with secret checks en route, competitors in the Riley Cup night navigation run, on April 18, tackled a regularity test. Two laps of a 24-mile circular course had to be completed at the same speed. Winner was J. Ludlow, in a Hillman Minx; runner-up, D. Holdaway, in a Morris Oxford.

**Grimsby M.C.**—Starting from the Granby Inn, North Thoresby Village, Lincolnshire, at 8 p.m., the Poacher Rally (May 30-31) has a series of time and route controls that must be visited in strict rotation. The course that one takes between them is a matter for the navigators to sort out. The event is still in its infancy, for club members only, but the organizers hope by next year to be able to raise the Poacher to closed invitation status. Entry will be divided into two classes, up to 1,500 c.c. and over 1,500 c.c. (Entries close May 16; Gordon Petchell, 177, Cleethorpe Road, Grimsby.)

**Dunlop C. and M.C.C.**—The third Fort Rally, to be held on Saturday-Sunday, May 16-17, consists of a moderately simple night run of about 115 miles through Warwickshire, Worcestershire, Gloucestershire and the eastern border counties of Wales. Finish of the night section is at Hope under Dinmore, Herefordshire, where breakfast will be served. Then competitors drive to Fort Dunlop, Birmingham, where there are final tests and questions of general road knowledge. Car entries are divided into two classes: up to 1,300 c.c., and over 1,300 c.c. together with any supercharged cars.

**Herts County A. and A.C.**—The hill-climb, to have been held on May 16, has been postponed to a later date.

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| 1952 DAIMLER 2½-litre special sports coupe, dark and light green/tan leather interior, H.M.V. radio, 9,000 miles, one owner, an absolutely superb example of this outstanding model .. |  | £1,795       |
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| 1952 ARMSTRONG SIDDELEY Whitley 6-ft. saloon, black, 8,400 miles, absolutely faultless condition throughout ..                                                                         |  | £1,175       |
| 1951 JAGUAR Mark V 2½-litre drophead coupe, 11,000 miles, radio and heater, stone/red leather, immaculate example of this rare model ..                                                |  | £1,295       |
| 1949 JAGUAR Mark V saloon, genuine 19,000 miles from new, one owner, grey/grey leather, just fitted all new tyres, an outstandingly good example ..                                    |  | £865         |
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| 1951 RILEY 2½-litre saloon, black/brown leather, 13,000 miles, one owner, immaculate condition ..                                                                                      |  | £995         |
| 1950 (June) RILEY 1½-litre saloon, maroon/red leather, 20,000 miles from new, immaculate condition ..                                                                                  |  | £850         |
| 1951 HUMBER Super Snipe saloon, fawn/brown leather, radio, heater and screen washers, one owner, moderate mileage, in immaculate condition ..                                          |  | £885         |
| 1950 MORRIS Oxford saloon, green/green leather, 26,000 miles, very well cared for example ..                                                                                           |  | £885         |
| 1947 CYRONE Eight 15 saloon, one owner, excellent condition ..                                                                                                                         |  | £495         |
| 1953 (Model) RILEY Big 4 Kestrel saloon, recent complete overhaul, very good condition ..                                                                                              |  | £495         |
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## IN BRIEF

Mr. F. D. Wicks has become sales manager for Britax, Ltd., Carlton Vale, London, N.W.6. Britax manufacture a number of car accessories.

Armstrong Siddeley service weeks have been arranged commencing as follows: May 18, The Station Garage, Rennie's Wynd, Aberdeen; June 29, A. S. Tilley (Garage), Ltd., Hove, Sussex.

A water intake operator at the Coryton refinery of the Vacuum Oil Co., Ltd., Mr. Stanley Scott Wood, has been awarded the B.E.M. for his brave conduct during the east coast floods early in the year.

Girling brakes and spring dampers were fitted to the Alfa Romeo cars which occupied the first ten places in the 2-litre touring class of the Mille Miglia. The winner, who set up a new record, used Champion sparking plugs.

An interesting programme of Rootes Group films was recently presented by Lycetts Garage, Ltd., St. John's Road, Stourbridge, Worcestershire. Of scenic, sporting and mechanical interest generally, the real spice was provided by films of outstanding Sunbeam-Talbot achievements.

Very imposing new premises have been opened in Colombo, Ceylon, by Tucker's, Ltd. To celebrate the occasion nearly 1,000 guests were present at a cocktail party, among whom were the U.K. High Commissioner, the U.S. Ambassador, Cabinet Ministers and Senators. Workshop space amounts to 60,000 sq ft.

Mr. Arthur Winkles has retired from the secretaryship of the Austin Motor Co., Ltd., a post which he took up 25 years ago. His association with the company itself dates back to 1914 and he will continue to serve on special work. The new secretary is Mr. S. J. Wheeler, who is also joint secretary of the British Motor Corporation.

When first established the Birmingham Aluminium Casting (1903) Co., Ltd. was one of the only two aluminium foundries in the country, and at a recent dinner under the chairmanship of Lord Burghley, K.C.M.G., chairman of Birmid Industries, Ltd., the company celebrated its 50th anniversary. The first castings for motor vehicles were produced for the predecessors of Sunbeam-Talbot—the Clement-Talbot Motor Co., Ltd. Birmid was the pioneer of the die-cast aluminium piston, making possible really high-speed engines.

At the moment it seems that there may be some confusion in the motor and allied industries about Whitsun and Coronation holidays. Firms who have been in the habit of arranging a Whit-Monday and Tuesday holiday may now limit this to Whit-Monday only, followed by a holiday on the following Monday (Coronation eve) as well as the actual day of the Coronation (Tuesday, June 2). The Standard company, for example, will have their service and spares depots open on Whit-Monday and Tuesday but closed on Monday, Tuesday and Wednesday, June 1, 2 and 3.

Mr. D. F. Sparks has been appointed representative for the eastern counties of Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2.

Sir John Dalton, A.M.I.E.E., F.C.I.S., is to be a director of Henley's Tyre and Rubber Co., Ltd., and has succeeded Sir Montague Hughman as chairman.

Sir Harry Pilkington, chairman of Trip-lex (Northern), Ltd., of St. Helens, Lancashire, has been elected president of the Federation of British Industries. He was knighted in the New Year Honours List and was formerly vice-president of the F.B.I.

A new 16-acre sports ground to serve the Lucas factories on the south side of Birmingham was opened by the Lord Mayor of Birmingham, Alderman W. T. Bowen, on Saturday, April 25. The joint managing directors, Sir Peter Bennett and Mr. A. B. Waring, received the guests.

New appointments by the National Benzole Co., Ltd. include those of Mr. H. V. Waite and Mr. S. Tindale as assistant sales managers. Mr. Waite has 31 years' service already with the company and Mr. Tindale, who joined in 1919, was divisional manager of the northern division until recently. A third appointment is that of Mr. Kenneth Best, who has taken over the Press relations department.

New London showrooms at Byron House, St. James's Street, W.1, were opened by Simmonds Aerocessories, Ltd. recently. Displayed there are Fram petrol, oil and water filters; Stenor vulcanizers; Simmonds locknuts and quick fastener Spire speed nuts; fluid content and pressure gauges; and the products of British Lead Mills, Ltd., British Lead Alloys, Ltd., Firth Cleveland (Machine Tools), Ltd., and the Firth Co., Ltd.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16634. **Engine Conversion**  
"L. S. T."—Experiences of fitting a Ford engine in an Austin Seven chassis.

No. 16635. **Jowett Javelin**  
"G.G."—Experiences as to performance and running costs.

No. 16636. **1936-37 Singer Bantam**  
"R.C.G."—Any available information and a handbook.

No. 16637. **1937 1½-litre M.G.**  
"J.W.W."—Performance data, general information and a handbook.

No. 16638. **1937 Opel Cadet**  
"E.H.L."—All possible information and a handbook.

No. 16639. **1933 Triumph Super Seven**  
"J.V.H."—Information on adjustments, overhauling, etc.; also a handbook.

No. 16640. **Handbooks Required**  
"W.A.H."—1937 14-56 h.p. Wolseley; also wiring diagram and lubrication chart.  
"R.C.R."—1938 Austin Ten.  
"W.N."—1934 Hillman Minx.  
"L.C.P."—1935 10.8 h.p. Triumph Gloria.  
"A.O.A."—1936 Lanchester Ten.  
"R.J.H."—1931 12 h.p. Armstrong Siddeley.  
"D.B.S."—1936 Humber Twelve.  
"D.R.D."—1938 Morris Twelve.  
"L.V."—1935 Morris Ten-Four.  
"J.E.B."—1933 Rover Ten.  
"L.P."—1939 Rover Fourteen.





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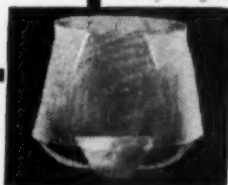
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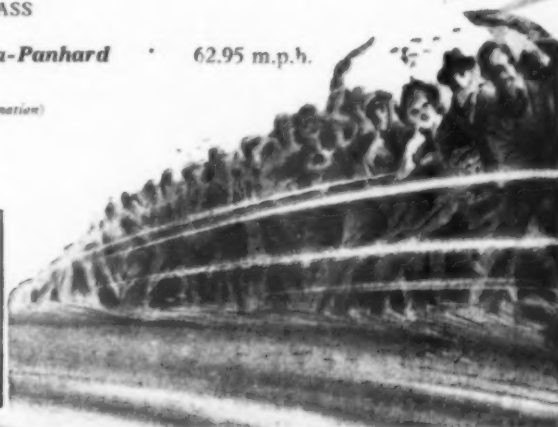
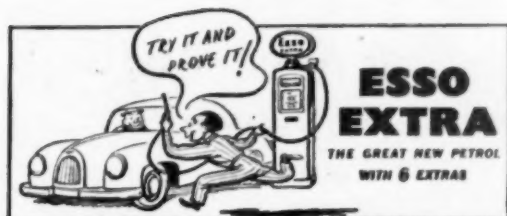
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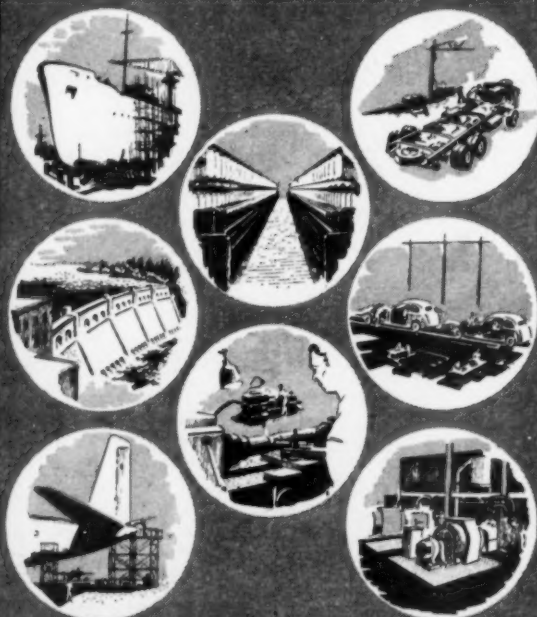
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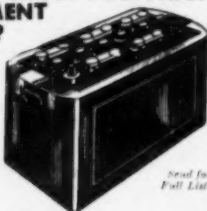
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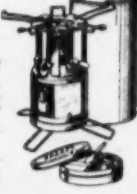


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| 1948 <b>MORRIS</b> 10 saloon, black                                                  | £425 |
| 1950 (Oct.) <b>MORRIS</b> Oxford saloon, black, heater                               | £595 |
| 1947 <b>ROVER</b> saloon, black                                                      | £525 |
| 1950 (Dec.) <b>TRIUMPH</b> Renown saloon, black, heater, Cornercroft Rims, bellshers | £695 |
| 1947 <b>WOLSELEY</b> 18 saloon, black                                                | £415 |
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| 1951 <b>MORRIS</b> Minor open tourer    | £525 |
| 1951 <b>FORD</b> Anglia saloon          | £415 |
| 1951 <b>FORD</b> Consul saloon          | £675 |
| 1951 <b>HILLMAN</b> Minx saloon         | £625 |
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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### ACRES offer:-

**1949 A.C. 2-litre saloon**, finished in black with brown leather, complete with seat covers and many extras, speedometer reading 25,000, undoubtedly genuine, beautifully kept and maintained by extremely careful A.C. enthusiast; this car must be seen and driven to be really appreciated and must be a bargain at £725.

**A.C. AUTOS, Ltd.**, 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

### GATEHOUSE offer:-

**1938 A.C. 2-litre drop head coupe**, in excellent condition; £275. Gatehouse Motors, Highgate Village, London, N.6. Mou. 4444. (C2021)

### B. J. HUNTER, Ltd., offer:-

**1949 A.C. saloon**, fitted heater, a really fine car; £650. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

**1933 A.C. drop head coupe**, excellent condition. £250 overall recently. Autowork, Ltd., Winchester, Tel. 4834. (C1010)

**£225**—1936 A.C. 16hp drop head two-tone coupe, recent record, engine and new tyres; £100 down. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 4940. (C1024)

**1952 (July) A.C. 2-litre saloon**, black and beige with loose covers, special engine and fittings, rev. counter, fog lamps, 8,500 miles, as new; sensible offer accepted. Box 5860. (C2009)

**1938 16/80 b.h.p. super sports 2-str.**, all-weather equipment; one of stable maintained regardless; low mileage; full history; beautiful condition and performance; £650. Box 7155. (C2007)

**1950 (October) A.C. saloon**, finished in slate grey with blue leather upholstery, a really immaculate one owner car, delightful performance; thoroughly recommended and offered with written guarantee; £705; terms, exchange. H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. (C2003)

### GUY SALMON AUTOMOBILES

**PURCHASE A.C. Portsmouth Rd.**, Thames Ditton, Surrey SM51. (W401)

**ROWLAND SMITH'S, the Car Buyers**.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**REQUIRED immediately**, good A.C. pre- and post-war. —G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

**H. F. EDWARDS** urgently require good A.C. for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Langham 0012. (W2003)

### ADLER

**FIRST registered 1947 Adler 9hp green saloon**, 40 m.p.h. actually 1939/40 model; £165; b.p. and ex-changes. —Rays Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

### Alfa-Romeo Cars Wanted

**BARTLETT, Alfa-Romeo Specialists**, 27a, Pembroke Villas, W.11. (W1013)

**PERFORMANCE CARS** urgently require Alfa-Romeo. —Great West Rd., Brentford, Middlesex. Ealing 8941, or—

**107**—New Cavendish St., Great Portland St., W.1. Museum 8221. (W3014)

**ROWLAND SMITH'S, the Car Buyers**.—Highest cash prices for Alfa-Romeo. —Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

### Alfa-Romeo Spares and Service

**THOMSON & TAYLOR (BROOKLANDS), Ltd.**, spares and service for all Alfa-Romeo cars. —Brooklands Track, Weybridge, Byfleet 520. (0124/R)

### ALLARD

**B. J. HUNTER, Ltd. offer:-**  
**1951 Allard sports saloon**, fitted radio, maintained regardless; £695.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

**GUY ALFREDO & Co., Ltd.**, 1952 Allard drop head four-seater, manual gear box, 1,000 miles guaranteed; advantageous price. —6-7, Warren St., W.1. Euston 3268. (C1005)

## SALES & WANTS

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Advertisement Form

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ACCOMMODATION—HOTELS  
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BUSINESS OR PLEASURE

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### ALLARD

RICHARDS & CARR, always best value.

**1949 special 4-seater saloon**, superb condition. Mercury engine, extremely reliable and fast, bargain. £475. Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C8045)

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**1950 Allard P.1 saloon**, blue, excellent condition; £595. —John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

**£495**—1949 Allard drop head coupe, maroon, red leather, excellent condition. —Saxon Kine Hotel, Southbourne, Bournemouth Southbourne 449661. (S172)

**£395**—Late 1948 Allard four-seater drop head coupe, fitted radio and heater, seat covers, etc., sound mechanically and well shod, an attractive example.

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### Allard Cars Wanted

**R. ROWLAND SMITH'S, the Car Buyers**.—Highest cash prices for Allard. —Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**J2** wanted for cash. —Valentine 2098 or 4674. (W2016)

**ALLARD** in good condition for cash. —Tel. Valentine 2098 or 4674. (W2016)

**BARTLETT** will pay more for Allard cars. —27a, Pembroke Villas, W.11. (W1013)

**J2** early model at a reasonable price. —K. N. Rudd, 65, Victoria Rd., Waltham. (S186)

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**107**—New Cavendish St., Great Portland St., W.1. Museum 8221. (W3014)

**RICHARDS & CARR, the best Allard buyers**. —Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

### ALVIS

**B. J. HUNTER, Ltd.**, offer:-

**1949 Alvis 14 saloon**, special razor-edge body; £695. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

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**1951 Alvis 5-litre saloon**, black, red leather, one owner, 5,100 miles only (genuine), fitted telescopic shock absorbers on front, this very desirable and carefully used car offered at £1,475.

**18**—Berkeley St., W.1. Mayfair 6266.

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**BROOKLANDS: Alvis Distributors**, new 5-litre.

**1953 Alvis sports 2-seater**, 750 miles.

**1951 Alvis 5-litre saloon**, radio, heater.

**1951 (Dec.) Alvis 5-litre drop head coupe**, 6,000 miles.

**1950 Alvis 14hp sports 2-seater**; extras.

**ALVIS** cars examined, approved by distributors.

**BUY or sell your car.**

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**1953** Alvis 5-litre 2-seater, 600 miles only; £1,465.  
**1951** Alvis 5-litre saloon, black; £1,175.  
**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., N.W.1. Bus. 6611. (C2025)  
**1951** (Aug.) Alvis 5-litre Std. sal., black/maroon; £1,175.  
**FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Bus. 2874/5. (3127)  
**ALVIS** and **TABOR, Ltd.**, Welwyn Hy-Pass, Herts, Welwyn 481/2, offer:  
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**1927** Alvis 12/50 2-seater, engine reliable, modified body, fair condition; £90.—Allen, 47, Barkston Gardens, 8.W.5. Frobsher 5208. (3055)

**CARR'S MOTOR MART**—1949 Alvis 14/70 drop head coupe, 15,000 miles, one owner, written guarantee, 5. Warren 981, W.1. Euston 3528. (C1049)

**1950** Alvis TA14 sports 2-seater, maroon, 18,000 miles, one owner, radio and many extras, as new; £800; seen London.—Tel. West 7032. (3101)

**1950** Alvis 14hp saloon, black, brown leather, exceptional condition, low mileage; £725.—Jack Smith, 52, Bruton Place, W.1. Mayfair 6551. (C3040)

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**1935** Alvis Speed 20 saloon, Charlesworth body, very nice condition; £265.—Silverthorne Motors, Ltd., 1043, Finchley Rd., N.W.11. Meadow 2288 or Euston 7811. (C4011)

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**ALVIS CARS WANTED**

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**GUY SALMON AUTOMOBILES**

**PURCHASE** Alvis.—Purmouth Rd., Thames Ditton, Esherbury 5551-2-5. (W4001)

**ALVIS** 14hp saloon or coupe urgently required.

**ERIC HAYES, Ltd.**, 15, Bishops Bridge Rd., Paddington, W.2, Paddington 0289. (C2053)

**PERFORMANCE CARS** urgently require Alvis's.—Great West Rd., Brentford, Middlesex, Ealing 8941; or 107, New Cavendish St., Great Portland St., W.1. Museum 6221. (W3041)

**H. F. EDWARDS** urgently require good Alvis for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Langham 0012. (W2005)

**CHARLES POLLETT, Ltd.**, buy good late model cars.—18 Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Eglon Ave., W.2. Tel. Cunningham 5936-7-8. (0590/R)

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**ALVIS, Ltd.**, Service Station, 632, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

**AND** at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams Alvis, Coventry. (0931/R)

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**SPARE parts.**

**SERVICE:** Barnsdale Yard, off Eglon Ave., W.2. Tel. Cunningham 5936-7-8. (0591/R)

**MANCHESTER**—Alvis repairers and spares, main agents.

**FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Bus. 2874/5. (0658/R)

**KINGSTON-ON-THAMES**—Sales and service.—G. W. Wilkin, Ltd., 84 Eden St., Kingston 2241/2. (184053/R)

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**METCALFE & MUNDY, Ltd.**

**1951** Ford Customs saloon.

**1950** Chevrolet Bel Air saloons.

**1950** Pontiac 8-cylinder de luxe.

**1949** Studebaker Champion saloon.

**1947** Buick Super II saloon, r.h.d.

**1947** American Ford de luxe, r.h.d.

**1938** Oldsmobile d.h.c.

**FOR** further details see under classified advertising.

**ALWAYS** a representative stock of carefully chosen pre- and post-war American cars.

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**RHD** 1949 Pontiac saloon, 2-door, fitted radio, heater and seat covers.

**ABSOLUTELY** new Kaiser saloon, unregistered, fitted with overdrive, heater and all extras.

**NEW** Kaiser saloon, hydraulic drive, fitted with all extras, including whitewall tyres.

**1952** Chevrolet saloon, 2-door, low mileage, fitted with extras.

**1949** Ford Customs 4-door saloon, fitted with heater and seat covers.

**1949** Ford Customs, 2-door, fitted with radio, heater and extras.

**1949** Plymouth saloon, 4-door, fitted with heater, moderate mileage.

**1952** Studebaker Champion saloon, 4-door, low mileage, radio, heater, seat covers.

**1951** Studebaker Champion saloon, fitted with radio, heater and all extras.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists). 8 Embley 6691/3903. (C4015)

**CAMDEN MOTORS** offer post-war American cars:—

**1949** Buick Roadmaster saloon, 6-seater 4-door model, 21,000 miles, all extras.

**1949** Buick Special 3 saloon, maintained since new by concessionaires.

**1947** Hudson Super Eight touring saloon, right-hand drive model.

**1947** Hudson Commodore Six touring saloon, r.h.d., new engine this year (bills).

**1948** Plymouth Special de luxe saloon, series F.15, 31, right-hand drive.

**1947** De Soto de luxe 6-seater saloon, r.h.d., with fluid drive, etc.

**1947** Chrysler Windoor right-hand drive saloon, right-hand drive.

**1948** Ford V.8 (American) Super de luxe saloon, right-hand drive.

**1947** Lincoln right-hand drive saloon, chauffeur maintained, special leather upholstery.

**1949** Packard right-hand drive Super Eight saloon, with overdrive, etc.

**1948** Packard Super Eight saloon, very small mileage car.

**FOR** details, write, call or phone:—

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. (C1035)

**1947** (Sept.) Oldsmobile sedan, black and cream, low mileage, immaculate condition, mechanical 100%; £675.

**H. A. SAUNDERS, Ltd.**, 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

**JOE THOMPSON (MOTORS), Ltd.**, offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**KAISER-FRAZER** special saloon de luxe first registered 1951, only been used for small mileage and practically like brand new. This is the special traveller's model, possibly the only one of its kind in Europe. Seats 6 people normally or whole rear folds into a platform approximately 8ft x 4ft, can be used for sleeping, takes two easily, or carrying large quantity of luggage or what have you. Special words fail to adequately describe this vehicle. It is such a magnificent multipurpose motor car that it must be seen to be fully appreciated; photograph supplied on request; 3 months' guarantee, hire purchase, exchanges.

**L. AMBS, Finchley Showrooms**, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

**AMERICAN CARS WANTED**

**SIMPSON'S**, The American Car Buyers, require all American cars.—Wembley 6691/3903. (W4015/R)

**AMERICAN** car wanted for cash.—Valentine 2098 or 4674. (W2018)

**1946** 7/8 American Ford wanted.—619, York Rd., Leeds. (2615)

**JOE THOMPSON (MOTORS), Ltd.**, buyers of American cars.—97 Fulham Rd., S.W.3. Kensington 4858. (W4028)

**METCALFE & MUNDY, Ltd.**, will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (W1027)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, The American Car Buyers, welcome all opportunities to acquire first-rate American cars of all makes.—Full particulars welcomed, 345, High Rd., Wembley, Tel. Wembley 8691/3903. (W4015/R)

**ARMSTRONG SIDDELEY**

**1952** Armstrong Siddeley Pick-up, 9,000 miles; £695.

**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., N.W.1. Bus. 6611. (C2025)

## ARMSTRONG SIDDELEY

**GE**  
**1948** Armstrong Siddeley 16hp Typhoon sports saloon, one previous private owner, total recorded mileage 25,000, finished magnificent unmarked gold-lined black cellulose upholstered best quality maroon leather, fitted matching tailored loose covers throughout, with polished fascia panel and filets, specialities include manual synchromesh gear box, heater, demisters, sprung steering wheel, tone horns, power light, wing mirror, etc., superb silent performance; written guarantee, £495; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

**P&J**  
**PASS & JOYCE, Ltd.** (London and district distributors), offer:—

**1951** Armstrong Siddeley Whitley saloon, black, brown leather, as new; £395; one week's free trial guaranteed, deferred terms available.—184, Gt. Portland St., W.1. Museum 1001. (C3059)

**CYRIL SHEPPARD** offers:—

**1952** Armstrong pick-up with 6 seats in cab, mileage 3,000, as new; £750.—Sheppards Hill, Reading. 2545. (2566)

**H. A. SAUNDERS, Ltd.**, offer:—

**1949** Armstrong Siddeley Typhoon saloon, black, with brown upholstery, heater, recorded mileage 23,900; £675.

**836** /642, High Rd., N.12. Hillside 0024. (C2027)

**H. BEART & Co., Ltd.**, offer:—

**1949** Armstrong Siddeley Lancaster saloon, finished in grey with blue upholstery; excellent value at £565.—102, London Rd., Kingston-on-Thames, Tel. 3348. (C1081)

**GUY SALMON AUTOMOBILES**, offer:—

**1952** Armstrong Siddeley Whitley 6-light saloon, black, 5,000 miles, absolutely faultless condition throughout; £1,175.

**1950** Armstrong Whitley saloon, moderate mileage, good condition throughout; £450.—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. (C4001)

**1950** Armstrong Siddeley 2½-litre drop head coupe, i.h.d.; £515.

**PARAMOUNT AUTOS**, 7, Westgate St., Mare St., Hackney, E.8. Amherst 2771 and 2854. (3153)

**1951** (October) Whitley 4 light saloon, central locking, £495.

**JACK OLDING & CO.**, 8-10, North Audley St., W.1. Mayfair 5242-3-4. (C3030)

**1951** Armstrong Siddeley Whitley 16hp saloon, black, heater, 11,000 miles, one owner, spare included. £495.

**R.H.C.O.** (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W. Regent 2892. (C3052)

**£235**—£500 order and immaculate 14hp Armstrong Siddeley saloon—135, Cricklewood Broadway, N.W.2. (C2002)

**£275**—1939 Armstrong 17hp 6-seater tourer, genuine 52,000 miles; excellent condition, radio.—Box 7238. (3011)

**ARMSTRONG SIDDELEY Hurricane**, 1947, an exceptionally attractive and efficient car, synchromesh, many extras.—Tel. Epsom 251. (3152)

**£695**—Lancaster saloon, black, 18hp, registered June, '49, excellent condition, moderate mileage, radio, heater.—Vigilant 2206. (2937)

**1939** Armstrong Siddeley 17 saloon, immaculate; guaranteed, £240; part exchange, £150.—Kennington High St., W.14. Bus. 6651. (C3025)

**£465**—1947 Armstrong Hurricane drop head coupe, 28,000 miles, radio, taxed, one owner, superb condition, Bruce France, 68, Cromwell Mews, South Kensington. Fin. 0513. (C2014)

**A&S** Limousine (late 1951) 18hp, partition, 7-passenger, black, total mileage 1740, equal new throughout, opportunity. £1245.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair—3111. (C1006)

**CAMDEN MOTORS**—Armstrong Siddeley Whitley 6-light saloon, 1952, a little over 12 months old and so immaculately maintained that the car could easily be mistaken for brand new, negligible mileage, manual gears, usual extras; £1,045.

**CAMDEN MOTORS**—Armstrong Siddeley Whitley 4-light saloon, very late 1951, another most immaculate car fitted radio, heater and tailored seat covers, one of a stage of three cars owned by wealthy titled family, all chauffeur maintained, colour pastel 677, 14,000 very careful miles; £965.

**CAMDEN MOTORS**—Armstrong Siddeley Lancaster 1950 model, bills and data, etc. available showing servicing by distributors every 2,000 miles, 16hp engine giving greatly improved performance, a beautiful one-owner example; £735.

**CAMDEN MOTORS**—Armstrong Siddeley Lancaster saloon, 1949, comprehensively overhauled in our own workshops, brakes relined, engine checked over, decolour and serviced, new Michelin tyres fitted, excellent condition; £675.

**CAMDEN MOTORS**—Armstrong Siddeley Typhoon sports saloon, January, 1949, another one-owner car, dark blue with luxurious leather upholstery, H.M.V. radio (built-in and heater) mileage believed to be genuine at 19,750; £675.

**CAMDEN MOTORS**—Armstrong Siddeley Lancaster saloon, September, 1948, pastel grey with blue leather interior, coachwork just resprayed and quite immaculate, major overhaul to engine last month; £635.

**CAMDEN MOTORS**—Armstrong Siddeley Hurricane drop head foursome coupe, January, 1948, fitted new hood and tyres this year, excellent mechanical condition; £645.

**CAMDEN MOTORS**—Armstrong Siddeley Hurricane drop head foursome coupe, very late 1947, unused since July, 1951, owing to ill health of previous owner, a genuine low mileage specimen of outstanding appearance, manual synchromesh gears, heater; also another 1947 model with preslector gears, and two 1946 models, one with a reconditioned engine; £495.

**CAMDEN MOTORS** Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ARMSTRONG SIDDELEY

**£695**—A beautiful 1949 Armstrong Siddeley Typhoon black, one owner, perfect.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow, Tel. Harrow 4444. (C3025)

**1947** Armstrong Siddeley Typhoon saloon, black, brown leather, synchromesh, moderate mileage, good tyres; £475.—120, Cartland Rd., Sturcheville, Birmingham, 30. (C3078)

**1950** Armstrong Siddeley Whitely 4-light saloon, black with brown leather upholstery, synchromesh gear box, radio and other extras, this car has been splendidly maintained and is a superb example in every respect; a 6 months' written guarantee.

**HAMTUNE MOTORS**, Ltd., The Armstrong Siddeley Specialists, 39, Sheep St., Northampton, Tel. 3616 (Sundays and after 6.30 p.m. 32107). (C2910)

## Armstrong Siddeley Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. (0171/R)

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## GUY SALMON AUTOMOBILES

**PURCHASE** Armstrong Siddeley.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-3. (W4001)

**A** RMSTRONG in good condition for cash. Tel. A. Valentine 2066 or 4674. (W4201/R)

**R** REALLY good second-hand Armstrong Lancaster required.—Cobb, 30, Harley House, N.W.1. (W1086)

**M** ARMSTRONG MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. (0181/R)

**7-SEATER** privately owned Limousines required, 18hp 1951-52, also 17/25hp 1939—cash waiting.—A. & B. 2 Providence Court, North Audley Street, Mayfair-2941. (C1006)

**P** ASSE & JOYCE, Ltd., London and District Distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—164, Ot. Portland St., W.1. Museum 1001. (C395/R)

## Armstrong Siddeley Spares and Service

**A** RCOT ENGINEERING, Ltd.

**A** RMSTRONG SIDDELEY owners, complete overhaul, service; 48 hours exchange engine service, prompt guaranteed work by specialists.

**P** RESECTOR gear boxes; exchanges, reconditioning. Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. (0644/R)

**A** LARGE stock of spares for the above cars always available.—Fass & Joyce, Ltd. London distributors. Works: Hawley Crescent Camden Town, Tel. Gul. 4141. (0760/R)

**H** ENLWS, Ltd., Chesham Hill Rd., Manchester, S. have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. (0602/R)

## ASTON MARTIN

**H. W. MOTORS, Ltd., offer:—**

**1953** Aston Martin DBII saloon, fitted special engine, 100 initial mileage; this car is indistinguishable from new; £2,350.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

**B**ROWN & WHITE (LEEDS), Ltd., offer immediate delivery of the D.B.2 saloon.—Roundhay Rd., Leeds, 7, Tel. 45405. (C2985)

**B**ROOKLANDS: Aston Martin distributors, stock D.B.2 saloons and drop head coupes; buy or sell your car.—103, New Bond St., London, W.1. (C1029)

**A** STON MARTIN 1952 2-litre saloon, outstanding mechanical condition, magnificent appearance, excellent performance, radio; £375 g/s.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 6678-9. (C1041)

**1935** Mk. II short chassis Bertell 2-4-4-4, green, full equipment, showroom condition throughout, one owner, possibly the finest example available today; any trial to genuine purchaser; £445.—Box 7267. (S167)

## Aston Martin Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**A** STON MARTIN cars wanted for cash, full details.

**A** FIERY MOTORS, Ltd., Old Windsor, Windsor 2002-3. (0197/R)

**I** NTERNATIONAL or Le Mans wanted, any condition, if price right.—C. Arnold, 6, Homestead Way, Northampton, Tel. 31001. (C2705)

## Aston Martin Spares and Service

**F** RIARY MOTORS, Ltd.

**A** STON MARTIN main dealers.

**S**OLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (0195/R)

## AUSTIN SEVEN

**£95**—Austin 7 1955 saloon good condition.—Tel. Watford 4747. (S105)

**£235**—1939 Austin Big 7 saloon, spotless condition; terms.—Autoships, 5, Balham High Rd., Balham 1509. (C1009)

**1937** Austin 7 Pearl Cabriolet, resprayed; £125; H.F. on any car.—Thomas Motors, 117, London Rd., Kingston 8415. (S139)

**1938** Austin Big 7 saloon 4-door de luxe, £145; exchanges, terms.—Palmer, 4, Russell Gardens Mews, S. Kensington, Park 9704. (C3034A)

**A**USTIN 7 1956 Ruby, tyres and condition very good, thoroughly reliable, recent continental tour average m.p.g. 32, gallons of oil 4,600 miles, gaskets, plugs, etc., cover and parking lamp; £175.—Collins, Park 6456. (S111)

## AUSTIN SEVEN

**£225**—Austin Big 7 1954, one family, under 47,000 miles, excellent condition, appearance, tyres.—Luard, Ichen House, Bishopstoke, Hants. 72919

**1955** gns.—Austin 7, November 1955 Nippy sports 2-seater, sea green, spare worn, excellent condition; terms, exchanges.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041. (C4018)

**125** gns.—Austin 7, 1956 Open Road Tourer, black, good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

**T**O clear!—1959 (December) Austin Big 7 4-door saloon, good engine, chassis, tyres, interior, reasonable coachwork, £150; also 1957 Austin 7 Ruby saloon, clean and tidy, £125; 1955 Austin 7 Tourer, £95; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3039)

## Austin Seven Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN A30

**A** CRES offer:—

**1953** Austin A30 4-door de luxe saloon, finished in pastel shades, speedometer 900 miles, undoubtedly genuine, carefully used and as brand new.—Offers to

**A** CRES AUTOS, Ltd., 136 Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

**1952** Austin A30 saloon, 5,000 miles, excellent condition.—E.P.S. Motors, Kingston By-Post, Esher, Tel. Esherbrook 5000. (C2004)

**1953** A30 saloon, black, heater, extras as new; £615.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

## Austin A30 Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN EIGHT

**D**ICKS, 1947 Austin 8 4-door de luxe, really as new; £375.

**D**ICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

**1939** Austin 8 Tourer (not ex-W.D.), bargain; £175, 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)**

**£350**—1947 Austin 8, black, one owner.—Ernest Roberts, Bridge St., Guildford, Surrey, 28407. (C2007)

**KENTISH & THOMSON, Ltd.—1947 Austin 8 saloon, 27,000 miles, excellent condition throughout; £395.—564-6, Wickham Rd., Croydon, Springpark 3477. (C2047)**

## Austin Eight Cars Wanted

**C** THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (0952/R)

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN TEN

**D**ICKS, 1940 Austin 10 saloon, same as post-war; £295.

**D**ICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

**G**ARAGE SERVICE Co., Ltd.

**1938** (July) Austin 10 Cambridge de luxe saloon; £245.

**1081**—Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 6692. (C2019)

**K**AR SALES OF EGHAM offer:—

**1946** Austin 10 saloon, bargain; £385.—High St., Egham 5151-2. (C2056A)

**1947** Austin 10 sun saloon, one owner, fitted heater; £425.

**R**EAD BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. (C3048)

**K**AR SALES OF EGHAM offer:—

**1939** Austin 10 saloon, good condition; £315.—High St., Egham 5151-2. (C2056A)

**A**USTIN 10, 1959, immaculate condition, fitted loose covers, wireless, heater; £315.—Val. 3476. (S1373)

**1936** L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

**A**USTIN 10 1947, carefully used '25,000 miles only; £425.—terms.—Raggar Oaktree Rd., St. John's Wood, N.W.8. Gun. 7355. (C2044)

**1946** Austin 10 saloon, recent new engine; £370.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

**1937** Austin 10 Cambridge saloon, choice of 2; £215. G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. (C2024)

**1940** Austin 10, similar to 1946, thoroughly renovated, reupholstered black, fitted new carpets and head cloth, treated Underseal; £325.—Health, Sycamore House, Bleasby, Nottingham. (C2960)

**W**E have been asked to dispose of privately a good 1954 type Austin 10 2-seater and dicky, just out of store, well preserved, fully equipped, an ideal little touring car for season; £135; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

## Austin Ten Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin Ten Cars Wanted

**C** THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. (0952/R)

**R**EALLY good second-hand Austin 10 required.—Cobb, 30, Harley House, N.W.1. (W1086)

## AUSTIN A40

**C**AR MART, Ltd.

**L**ONDON Distributors.

**1952** Austin A40 sports convertible, heater, 10,000 miles, £790.

**1951** Austin A40 Devon saloon, heater, 6,000 miles; £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1054)

**K**AR SALES OF EGHAM offer:—

**1949** A40 saloon, heater, exceptional; £495.—High St., Egham 5151-2. (C2056A)

**P**HILIP RICKARDS, Ltd., offer:—

**1952** Austin A40 Somerset, 1,000 miles, blue, heater; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

**W**ARWICK WRIGHT, Ltd., offer:—

**1950** Austin A40 Devon saloon, black, heater, 15,000 miles; £615.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

**W**ANSTEAD MOTORS, Ltd., offer:—

**1951** (Dec.) A40 saloon, grey, heater, sun-roof; 24,000 miles; £645.

**W**ANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. (C1042)

**M**EBES & MEBS, Ltd. (Est. 1893), offer:—

**1949** (March) Austin A40 Devon 4-door upholstering, heater, sunroof, moderate mileage, one owner; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (C3012)

**H**ENDON CENTRAL GARAGE, Ltd., offer:—

**1951** A40 saloon, 8,000 miles, fitted heater, sliding head, taxed year; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C3034)

**1952** model A40, mist green, beautiful condition throughout; £655.—Preston, Lancs, area.—Box 7178. (C2950)

**1952** A40 sports, blue, with heater, excellent condition, small mileage; £715.—Evans Motors, Carmarthen, Tel. 426. (C2947)

**1952** Model Austin A40 Devon saloon de luxe, black, brown leather upholstery, heater, 11,000 miles, taxed year; £675.

**J**OHNS WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. (C4055)

**1951** (March) Austin A40, grey, blue leather, sun roof, heater, 14,000 careful miles, quite exceptional throughout; £625, also.

**1952** (Nov.) Austin Somerset, grey, heater, many extras, 15,000 miles only, indistinguishable from new; £745, many others, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (C4055)

**1951** Austin (July) A40 Devon saloon, green, sun roof, radio, heater, covers, one owner, 14,000 miles, immaculate; £625.—Box 7249. (C3022)

**1951** A40 Devon saloon, bottle green and brown interior, heater, spare unused, 5,000 miles; £685.—Robbins, East Putney, Tel. 4591. (C3010)

**1950** Austin A40 saloon, completely overhauled, radio and heater, one owner; £575.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2966. (C2055)

**1953** Austin A40 Somerset saloon, heater, 2,900 miles, £795.—Green & Zonis, Ltd., 25, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C2028)

**1951** A40, left-hand drive, 16,000 miles, green, beige leather, heater, export model in excellent condition, cleared B.M.T.A.; £540.—Tel. Canterbury 2425. (S1063)

**1800** miles.—1952 A40 Somerset saloon, fitted heater, £775.—British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3568. (C1027)

**1950** A40 saloon, low mileage, one owner, excellent condition throughout; terms, exchanges; £550.—Boro Farm Motors, Limsfield Rd., Sanderstead, Surrey, Sanderstead 1155/4. (C3056)

**1952** Series Austin A40 4-door saloon, column gear change, low mileage, also 1951 (Nov.) A40 identical car, central gear change.—Autowork, Ltd., Winchester, Tel. 4834. (C1010)

**P**RIDE & CLARKE, Ltd., 1952 Austin A40 Devon saloon, green/brown leather, 1,300 miles only, loose covers, H.M.V. radio, heater, one owner; £715; 1951 grey/blue leather, 19,000 miles, one owner, heater; £599; 1950 grey/blue leather, 25,000 miles, heater; £559; 1949 grey/blue leather, low mileage, heater; £529, 3 months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3056)

## Austin A40 Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**C. A. PETO, Ltd., 42, North Audley Pl., W.1. wish to purchase immediately late model Austin A40.—May, 3051. (W7042)**

**£700** cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Fulw Hill 2676. (R5914)

**W**ANTED—A40 saloons, in good condition. B. Star Garage 63 Fortune Green Rd., West Ham, E.14. (W418)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin A48 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD London N.W.1.

TELEPHONE: Euston 1212.

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

## AUSTIN TWELVE

KAR SALES OF BOKHAM offer:—

1937 Austin 12 saloon, good order; £225.—High Et., Egham 3151/2. (C2056A)

SLOCUMBERS, Ltd. Willenden 4869.

1938 Austin 12 saloon, black, brown interior leather, just decaled; £225, or insured h.p. terms; part exchanges cars or motor cycles; we close at 7.30 p.m.—Write, call or telephone Slocumbers, Ltd., 38-52, Budden Hill Lane, N.W.10. (C4017)

1939 Austin 12 saloon, black, brown leather upholstery very good condition throughout; £345. MAYFAIR CARRIAGE CO., Ltd., The Hyde, Keware Rd., N.W.9. Col. 8062. (C3004)

£285.—1938 Austin 12 saloon, taxed, bargain.—Haverstock Garage, Haverstock Hill, N.W.5. Gulliver 2462. (C3121)

AUSTIN 12 saloon, 1939, very good condition throughout. £245.—91, Garratt Lane, Wandsworth, S.W.18, Battersea 5770. (C4062)

1947 Austin 12 saloon, black and brown leather, nominal mileage, in excellent condition throughout; £425. JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. (C1056)

1939 Austin 12 saloon, black, blue leather; £245.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadow 2288 or Euston 7811. (C4011)

1937 Austin 12/4, a very splendid vehicle; £265.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

ROY'S offer a good 5-seater 1937 Austin 12/4 touring car, fully equipped; £185, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 6894. (C3059)

## Austin Twelve Cars Wanted

THE

CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/H)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

## AUSTIN SIXTEEN

DICKS,

1948 Austin 16 saloon, highly economical; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6889-9. (C1072)

CAR MART, Ltd.

LONDON Distributors.

1949 Austin 16hp saloon, guaranteed; £565.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

£485.—1948 Austin 16 saloon, in excellent condition throughout.—Vandervella, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4057)

1946 Austin 16hp 4-door saloon, black and brown leather, original, low mileage, excellent condition; £425.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

HEARSE Latest Deluxe streamline 6-Beater also 4-Beater-Deck Coachwork, lavishly equipped, low cost bargain value.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1

TELEPHONE: Euston 1212.

(0955/R)

## Austin Sixteen Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 16.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

HIRECAR Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

## AUSTIN A70 &amp; A80

ACRES offer:—

1951 (late) Austin Hereford saloon finished in black with grey leather upholstery heater, radio and many extras, speedometer reading 14,000 miles, undoubtedly genuine, carefully used and spotless condition throughout. First £750 secures. ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A70 Hereford saloon, radio, heater, 12,000 miles; £835.

1951 Austin A70 Hereford saloon, heater, 20,000 miles; £595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

B. J. HUNTER, Ltd. offer:—

1951 A90 saloon, fitted radio and heater, really as new; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (C2040)

H.W. MOTORS, Ltd. offer:—

1952 Austin Atlantic A90 sports saloon, 8,000 miles, fitted radio and heater; £825.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

SAUL &amp; SLATER, Ltd. offer:—

1950 Austin A90 power-operated convertible, cream with blue leather upholstery; £725.

44-46, Aldermans Hill, N.13. Tel. Palmers Green 3651-2-3. (C4002)

MAYFAIR COUNTRY CARS offer:

1951 (Sept.) Atlantic saloon, radio, heater; £700; terms and exchanges.—7, George Yard, Grosvenor St., W.1. Mayfair 0151. (C3006)

WARWICK WRIGHT, Ltd. offer:—

1952 Austin A70 Hereford convertible coupe, grey, 7,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3761. (C4045)

MAYFAIR COUNTRY CARS offer:—

1950 Atlantic convertible, radio, heater, excellent condition; £650; terms, exchanges.—7, George Yard, Grosvenor St., W.1. Mayfair 0151. (C3006/7)

MANN EGERTON &amp; Co., Ltd. offer:—

1952 Austin A70 Hereford, Chevrolet, fawn with fawn leather upholstery, bench type front seat, radio, heater, etc., 8,000 miles; £845.

14, Berkeley St., London, W.1. Regent 2073. (C2006)

KAR SALES OF BOUTH HARROW offer:—

1950 Austin A70 saloon, perfect condition; £565.—50/56, Northolt Rd., South Harrow. (C2056)

1953 (May) Austin A90 saloon, 90 miles, below.

1952 Austin A90 coupe, power hood, radio, etc., 10,000 miles; £795.—Weybridge 600. (C4023)

1952 Austin A90 saloon, black immaculate; £895. GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. (C2023)

£725.—1951 Austin Hereford saloon, radio, heater.—Autowork, Ltd., Winchester. Tel. 4834. (C1010)

1950 (October) Austin A70 saloon, radio and heater, one owner, in excellent order throughout; £585.

LYNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058)

190 miles, Austin A70 saloon (April, 1953); £285.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

COUNTRYMAN A70, new and unregistered, immediate delivery, list price.—The Motor House, Bengeworth, Evesham, Tel. 6062. (C1053)

£695.—Austin A70 saloon (January, 1951), in blue with leather interior to tone, quite immaculate condition throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1055)

£850.—Austin A90 sports saloon, black, beige upholstery, 2,500 miles only, a genuine small mileage car, as new throughout.

£750.—1951 Austin A90 saloon, black, beige upholstery, recorded mileage 24,000, fitted heater, radio.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1952 Austin A70 Hereford sal., black, 8,000 miles, superb condition; £655.—C. A. Feto, Ltd., 42, North Audley St., W.1. May. 3051. (C3043)

1951 (June) Atlantic saloon, one owner, 12,000 miles, spare unused, heater, high ratio axle, seat covers, windscreen washer; £745.

MATTHEW BROTHERS, Sandy Lane North, Wallington, Surrey. Wallington 4050, 8620. (2952)

AUSTIN A90 saloon, maintained by works since new, first registered Sept., 1951; price £725.—Godrich, 51, Richmond Hill Rd., Birmingham, 15. (2913)

A70 (Nov. 1950), one owner, 22,000 miles, radio and heater, sunshade roof, black; £625. Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

## AUSTIN A70 &amp; A80

JACK ROSE, Ltd., offer 1951 Austin A90 Atlantic hard top saloon, very clean inside and out, one owner; accept £750.—Stafford Rd. Wallington, Surrey, Wallington 6677/8. (C3056)

A90 Atlantic, all electric convertible, Dec., 1948, foam green, good condition, new tyres; 25,000 miles. £575. Tel. Major Kennedy-Sloane, Leigh-on-Sea 75334 (after 7 p.m.). (C3056/1)

1951 Austin A90 drop head, electric top and windows, radio, heater, covers, spare unused, 7,000 miles, like new; £795.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (C3006/1)

1951 Austin A90 Atlantic saloon, with radio and heater, black, red leather upholstery, one owner, 7,000 miles, immaculate; £765.—E. L. Mendel, Ltd., 85, Ot. Portland St., W.1. Langham 2261-2. (C3067)

545 kms.—Austin A70, late 1949 Hampshire saloon, black, sliding head, heater, good tyres, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

SPECIAL offer!!!—A70 Hereford saloon, heater, genuine guaranteed mileage 6,500, unique condition, absolutely indistinguishable from brand new, exceptional value; 725 kms; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 6087-9. (C3150)

## Austin A70 and A80 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

AUSTIN wanted in good condition for cash.—Valentine 2096 or 4674. (W2018)

RICHARDS & CARR buy A90s—35, Kinnerton St., Winton Place, London, S.W.1. Sloane 5424. (W3045)

£750 cash waiting for best A70 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN EIGHTEEN

ELITE MOTORS offer:—

1935 Austin 18 long chassis saloon, one owner, laid up during the war and not taxed since 1947, recorded mileage 35,000 believed to be genuine, immaculate original condition; exceptional opportunity at £195.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

## Austin Eighteen Cars Wanted

THE

CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/H)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

7-PASSENGER privately owned 1936/39 Limousines, also Austin Saloons, urgently required, cash waiting.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

## AUSTIN TWENTY

1937 Mayfair, partition, 7-forward, steel wheels, leather, one owner, good order, bargain value.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## AUSTIN A125 &amp; A135

ACRES offer:—

1949 (late) Austin Princess saloon, finished in black with leather and cord upholstery, heater and radio, nominal mileage; this magnificent vehicle has been beautifully kept and maintained and is practically unmarked and indistinguishable from brand new; first £1,095 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A125 Sheerline saloon, 19,000 miles; £1,125.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

B. J. HUNTER, Ltd. offer:—

1950 Austin Sheerline saloon, fitted radio, heater, superlative condition; £850.

1949 Austin Sheerline saloon, fitted innumerable extras, positively as new; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

GUY SALMON AUTOMOBILES, offer:—

1951 (July) Austin Sheerline saloon, grey/grey leather, 16,000 miles, faultless condition; £1,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1950 Austin Sheerline saloon, black, 15,000 miles; £985.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. (C2023)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A125 &amp; A135

GUY ALFRED & Co., Ltd.—1949 Austin Sheerline, privately owned, all extras.—6-7, Warren St., W.I. Euston 3269. (C1065)

1949 Sheerline, grey, first-class condition, many extras. £1,750.—Metcalfe, 266, Broadway, S.W.19. Lib. 1641. (2967)

1951 Austin Princess, immaculate throughout, one owner; £1,250.—Tel. Ingebourne 2954 S-6 o/c, or Korthchurch 3343 after 6 o/c. (3012)

1949 Austin Sheerline, radio, heater, colour black fawn upholstery, practically new tyres, taxed year, complete history available; £765, below. (June) Austin Sheerline, grey with grey leather, radio, heater, hose covers, taxed year, mileage 15,000; £890.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (C3011)

1950 Austin Sheerline, grey with grey leather, radio, heater, hose covers, taxed year, mileage 15,000; £890.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (C3011)

£895!!!—1950 model Sheerline saloon, one private owner and in outstanding condition throughout, radio, heater, long seat covers, written guarantee. CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041; open till 9 p.m.; write for catalogue. (C1035)

1949 Austin Sheerline, black, brown interior, radio fitted, body in immaculate condition, chauffeur maintained; choice of two.—Faddington 0022. (C2032)

1950 (December) Austin Sheerline saloon, black, 6,000 miles only, spare unused; £1,095.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. (C1076)

1951 Austin Sheerline saloon for sale, black, beige hide upholstery, radio, heater, 7,200 miles only and in immaculate condition; £1,150 or near offer.—Coleman, "The Laurels," Glen Rd., Oadby, Near Leicester. Tel. Oadby 600. (3071)

## Austin A125 and A135 Cars Wanted

## THE

## CAR MART, Ltd.

## AUSTIN cars

## REQUIRED immediately.

## MAKE your enquiries to

## AUSTIN House 297, Euston

## ROAD, London, N.W.1.

## TELEPHONE: Euston 1212.

WANTED—Sheerline limousines, in good condition.—Blue Star Garage, 63, Fortune Green Rd., West Ham, N.W.6. Ham. 2211. (W4051)

IMMOBINE 7-passenger Sheerline required immediately cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

## AUSTIN MISCELLANEOUS

NAYLOR & ROOT—1952 (regd. May) Austin A40 pick-up, grey with black wings, 7,600 miles, as new; £450. (C3022)

1953 model Austin A30 Seven, apple green, beige upholstery, heater, 4,000 miles, any trial; £395; written guarantee.—25, East Hill, Clapham Junction, S.W.18. Batl. 2252. (C3022)

£275—1939 Austin drop head four-seater coupe, a very rare model now being rebored, new tyres and taxed year; £100 down.—Below. (C3022)

£150—1937 Austin Goodwood de luxe saloon, excellent rust, £30 down.—Below. (C3022)

£185—1926 Austin Light 16 drop head four-seater coupe, a very rare car with excellent performance for modest outlay; £45 down.—Biny Motors, 180-194, West End Lane, N.W.6. Hampstead 6490. (C1924)

## Austin Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Austin.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018)

SLOCOMBES, Ltd. Willenden 4869. (W4018)

WE wish to purchase clean and genuine Austin cars.—38-50, Dudden Hill Lane, N.W.10. (W4017)

GOOD Austin 10 saloon wanted or A40.—Grangeview 2530. (C4032)

AUSTINS wanted.—Smith's, 66 Chalk Farm Rd., N.W.1. Gul. 2767. (C0822)

AUSTIN wanted in good condition for cash.—A Valentine 2098 and 4674. (W2016)

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. (0804/R)

MARSTON MOTOR Co. for your Austin.—Tel. 814, ROKO Seven Sisters Rd., Tottenham, N.15 (0594/R)

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. (0788/R)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. (0541/R)

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object; details please to—300, Great Portland St., London, W.1. Langham 0012. (W2003)

## Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturdays until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. (0414/R)

NORMAND, Ltd. (The best service ensures a longer car life. (0414/R)

BRING your car to 405-9, King St., W.6. Riv. 3665. (0292)

G. NORMAN & Co. (The best service ensures a longer car life. (0414/R)

AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271/R)

## Austin Spares and Service

## THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks. (C1065)

THE CAR MART, Ltd., Welsh Harp, Edgware Rd. N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Uxbridge, W.9 (Uxbridge 6717), and 352, Streatham High Rd. S.W.16 (Streatham 7751). (0160/R)

FOR Austin spares and replacement units.—Sands Burnham, Bucks 84. (0505/R)

HANMERSMITH—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. (85054)

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first—45-47, Newington Causeway, S.E.1. Mob 2852 2820. (0729/R)

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Main Parts Stockists, Farmham, Surrey, for all spares from 1952 onwards, engines a speciality. (10968/R)

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; see for list.—William's 18, Balm Hill, S.W.12. Battersea 3280/3769. (0446/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge, Great West Rd., Redfont, Feltham, Middlesex. Tel. Feltham 4274-5. (0399/R)

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (0184/R)

BENTLEY (3), 4-litre and New 4-litre

## C

## M

## CAR MART, Ltd.

1947 Bentley 4½-litre standard steel Mark VI saloon, beige with brown hide upholstery, guaranteed; £2,095.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3454. (C1019)

## RIPPON.

## RIPPON.

## RIPPON BROS. Ltd.

## The leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350. (C1052/R)

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0906/R)

## ACRES offer:—

1936 Rolls-Bentley 3½-litre sports saloon by Park Ward, finished in black with blue leather upholstery, many extras, including heater and radio, beautifully kept and maintained by Rolls and carefully used by one titled owner, first £795 secure. (C1002)

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Anson Parade, Clapham Park Rd., S.W.4. Tel. Macanay 2211-2. (C1002)

SCOTT CARS offer:—

1948 Bentley standard steel saloon, grey with blue leather, perfect example; £2,350. (C4016)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

RUSSELL MOTORS offer:—

1938 4½ Bentley L.S. series Park Ward 4-door saloon, black with blue leather, exceptional car. ANY trial or examination. (C3060)

1934 3½-litre Bentley saloon by Thruport & Maberly, radio, Ace discs, mascot etc. (C3060)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

JACK OLDING, of Mayfair. (C3060)

OFFICIAL, Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork. (C3060)

1952 Bentley 4½-litre, large bore standard saloon, velvet green, beige leather, 15,000 miles, one owner. (C3060)

1952 Bentley 4½-litre, large bore standard saloon, metallic grey, maroon leather, 16,000 miles, one owner. (C3060)

1951 4½-litre Bentley H. J. Mulliner special light-weight saloon, two shades of blue, 15,000 miles, one owner. (C3060)

1951 4½-litre Bentley standard saloon, black with brown leather, 2,000 miles, one owner. (C3060)

1951 4½-litre Bentley standard saloon, two shades of grey, maroon leather, 19,500 miles, one owner. (C3060)

AUTLEY House, North Audley St., W.1. Mayfair 3242-3-4. (C3030)

TAYLOR & CRAWLEY offer:—

1948 Bentley Mk. VI P.S.C. saloon, 44,000 miles, immaculate condition; £2,175. (C3030)

1950 Bentley sports saloon, by James Young, 4-door, dark green, 32,000 miles only, one owner, beautiful condition; £3,350. (C3030)

1951 Bentley 4½-litre P.S.C. saloon, 17,000 miles, beautifully maintained; £4,450. (C3030)

41, Kensington Court, W.8. Western 6015. (C4036)

KAR SALES OF EGHAM offer:—

1930 Bentley 4½-litre, absolute snip; £195.—High St., Egham 5151/2. (C2056A)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Bentley 4½-litre steel saloon, mileage 9,000, black brown leather; £3,675. (C1057)

1936 Bentley 4½-litre four-seater drop head coupe, by Park Ward, black, brown leather, £600 overhaul by makers 1950. £995. (C1057)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-8-9. (C1057)

## BENTLEY (3), 4-litre and New 4-litre

## J

## B

## JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; example—1951 Mark VI special saloon coupe by James Young, large crocodile type boot, finished rust exterior with beige leather upholstery, mileage 26,000; price £4,250.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. May: 7444. (C1083)

MASCOT MOTORS, Ltd., offer:—

1937 4½-litre Park Ward drop head four-seater coupe; £295. (C3007)

1935 3½-litre Park Ward sports saloon; £775. (C3007)

1934 3½-litre T. & M. sports saloon; £675. (C3007)

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 1251/2. (C3007)

GUY SALMON AUTOMOBILES, offer:—

1951 Bentley Mk. VI 4½-litre standard steel saloon, black, brown leather upholstery, 20,000 miles, one owner, faultless condition; £3,350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C4001)

MANN EGERTON & Co., Ltd., offer:—

1952 Bentley 4½-litre Mark VI saloon, vineyard green and grey with beige leather upholstery, 29,000 miles; £3,350. (C3006)

1951 Bentley Mk. VI steel saloon, vineyard green and grey with beige leather upholstery, 29,000 miles; £3,350. (C3006)

14, Berkeley St., London, W.1. Regent 2073. (C3006)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2, offer:—

1947 (July) Bentley Standard steel saloon, finished in beige, beige upholstery, heater, radio, in excellent order throughout; £1,995. (C1001)

P.B. LTD., offer: 1948 Bentley Mark VI standard steel saloon, black, brown leather, choice of two, £2,250. (C1001)

PADDON BROS., 60, Cheval Place, South Kensington, Tel. Ken. 9477-9478. (C3035)

BARTLETT—Bentley 1937 Park Ward all steel, £1,150. Bentley 1934 Park Ward, £550.—27a, Pennington Villas, W.11. (C1015)

CASS'S MOTOR MART—1937 series Bentley 4½, Gurney Nutting sports saloon, black, S. Warren St., W.1. Euston 4110. (C1040)

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer at keenly competitive prices the following:—

MARK VI big bore standard steel sal., black; this car has been passed by the makers and is in superb condition; £2,950. (C3017)

OFFICIAL, Retailers & Repairers, 13, Berkeley St., W.1. Mayfair 6286. (C3017)

SERVICES Works & Stores—Barnesdale Yard, off Egin Ave., W.9. Canning 5936. (C2019)

1952 model 4½-litre standard steel saloon, 15,000 miles only, Bentley maintained, almost without blemish.—Mann, 48, Forty Ave., Wembley. Arnold 5601. (C3017)

1948 Mark VI Bentley standard saloon, black and fawn, windshield washers, Ace discs, wing valances, specially aged, immaculate; taxed, £1,975. Box 7246. (3156)

1938 Bentley 4½-litre sports saloon, black with green leather, maintained in excellent condition; £1,350.—Stratstone, Ltd., 30, Berkeley St., W.1 (Mayfair 4404). (C4022)

1951 Bentley, Mark VI standard steel saloon in black with brown leather, 27,000 miles, heater, radio and works maintained, in excellent condition; £2,950.—Box 7246. (3028)

1950 (Nov.) Bentley Mk. VI sal., green, fawn leather, radio, heater, etc., 23,000 miles, one owner, as new.—Trieford, Ltd., 8, Upper St., Martin Lane, W.C.2. Temple Bar 3558. (C4029)

ROLLS-BENTLEY 1936 (March) 4½-litre Gurney Nutting 4-door sports saloon, black/grey, perfect throughout, £1,500; part exchange or terms.—Aggip R. W. Mollitt, 55, Shirley Rd., Southampton. Tel. 71753. (3170)

BENTLEY 1952 Mk. VI, 1951 Mk. VI, 1936 Wm. S. Arnold 3½- and 1932 4-litre saloons, £3,595, £3,365, £3,985 and £3,650.—Swanmore Garage, 117a-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. (C4024)

1939 4½ Bentley Vanden Plas four-seater drop head coupe with overdrive, one owner only since new, 56,000 miles only.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1555. 1709. (2987)

1952 Bentley 4.6-litre standard steel saloon, 10,000 miles, moss green, beige interior, positively unblemished; £3,800 or near offer, part exchange considered.—S. A. Coles, Ltd., 364-8, High Rd., Leyton, E.10. Leytonstone 7171. (3119)

R. OSE & YOUNG, Ltd., offer: 1950 Bentley Mark VI standard steel, immaculate condition, heater and radio, metallic silver; £2,650.—65-69, St. Nicholas Hill, Streatham Hill, S.W.2 (1 minute Streatham Station). Tulse Hill 6464. (C3057)

1938 (July) Bentley coupe de ville 4½-litre, bodywork by Gurney Nutting, very carefully maintained, blue with blue hide upholstery; terms and conditions apply. Q. S. Hall, Ltd., 302, King St., Hamersmith, W.6. Riverside 2861. (C2031)

41 Mark VI Bentley saloon, fitted H. J. Mulliner body, this car is unique in that it did not leave Bentley Motors (1951), Ltd., until 1950 and was fitted with all the latest modifications at that time; £2,250.—Anthony Crook Motors, Ltd., Caterham 2232. (C1045)

BENTLEY Mark VI fitted with Vanden Plas body, first registered September, 1947; this car is fitted with radio, heater, spotlights, etc., and is in excellent condition having just been to makers for overhaul at a cost of nearly £500, mileage 50,000; £2,250.—Box 7215. (2978A)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (3½, 4½-litre and New 4½-litre)

**H R H** R. OWEN, Ltd.,  
LONDON'S Leading Specialists in Rolls-Royce and Bentley cars, offer the following selection—  
**1952** Bentley 4½-litre standard steel saloon, black with tan hide, 16,000 miles; £3,850.  
**1951** Bentley Mk. VI 4-door sports saloon by James Young, black and grey with grey hide, 30,000 miles; £4,950.  
**1950** Bentley Mk. VI 4-door lightweight sports saloon by H. J. Mulliner, Oxford and Cambridge blue with blue hide, 13,000 miles; £5,250.  
**1950** Bentley Mk. VI d.h.c. by Abbott, pearl grey with blue hide, 25,000 miles; £5,950.  
**1950** Bentley Mk. VI standard steel saloon, black with beige hide, 50,000 miles; £3,050.  
**1949** Bentley Mk. VI special sports saloon by H. J. Mulliner, light grey with grey hide, 30,000 miles; £3,950.  
**1949** Bentley Mk. VI standard steel saloon, two-tone grey with maroon hide, 45,000 miles; £2,650.  
**1948** Bentley Mk. VI sports saloon by Prestone & Webb, black with brown hide, 40,000 miles; £3,150.  
**1947** Bentley Mk. VI standard steel saloon, pearl black with blue hide, 57,000 miles; £2,195.  
**1939** Bentley 4½, overdrive high vision sports saloon by H. J. Mulliner, black and fawn with fawn hide; £1,750.  
**1938** Bentley 4½, 2-door fixed head sports saloon by Vanden Plas, black with chestnut hide; £1,250.  
**1935** Bentley 3½ d.h.c. by Thrupp & Maberly, black with brown hide; £995.  
**1935** Bentley 3½ sports saloon by Thrupp & Maberly, black with brown hide; £995.  
We are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.  
**17**, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

**CAMDEN MOTORS**—Bentley 4½-litre Mulliner sports saloon, 1937 model and chassis number, one change of ownership in 1951, complete reconditioning by Bentley specialists, January 1952, 11,000 miles only, new Port Dunlop, heater, disc, etc.; £2,925.

**CAMDEN MOTORS**—Bentley 4½-litre Thrupp & Maberly sports saloon (May 1937), coachwork just repainted and all chrome work repolished so that general appearance is literally as new, engine just had first decock after 9,000 miles following rebore last year, faultless condition, many extras, radio, nylon seat covers, colour maroon and black; £2,995.

**CAMDEN MOTORS**—Bentley 4½-litre Park Ward sports saloon, 1937, in similar condition to above, coachwork and interior quite immaculate, mechanical order of the highest quality; £2,995.

**CAMDEN MOTORS**—Bentley 4½-litre sports saloon, 1936, Park Ward body styling, very handsome example, silver grey and maroon with rich and luxurious interior in maroon hide, mahogany dash and pillars, two owners, both Bentley specialists, 22,000 miles since engine and gear box reconditioned; £795.

**CAMDEN MOTORS**—Bentley Vanden Plas sports saloon, 1936, stylish modern lines, excellent coachwork and superbly maintained mechanically; £695.

**CAMDEN MOTORS**—Bentley 4½-litre Park Ward sports saloon, with overdrive, first delivered and registered 30.12.39, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brake relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage, this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy, photograph will be supplied to genuinely interested purchaser; £1,495.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

**1951** Bentley standard steel saloon, dark metallic grey with silver grey trim, mileage 19,800, and unblemished throughout, one owner, Rolls-Royce maintained, history available; accept £3,200 or Bristol Pinner. Tel. 494 or 560 evenings. (C1085)

**BENTLEY**, believed to be the smartest and fastest 1951 standard sports saloon in England, specially gold painted and beige hide upholstery, just run in approximately 22,000 miles, owner-driven direct from Crewe works, car absolutely as new; bargain £5,000; this exceptional opportunity is due to owner taking delivery new Continental Bentley. Write Lowe, 45/56, Irving St., Birmingham, or Tel. Mid. 5411. (2958)

**4½-litre** supercharged ex-Doland Bentley, an outstandingly attractive car in impeccable condition, engine and supercharger have recently been stripped, crankshaft reground and block bored .040, specification includes "D" gear box, Bendix magneton, telescopic shock absorbers, Wellworthy Al-Pin brake drums, Marchall headlights, new dashboard and instruments; this fine car is at present owned by an enthusiast who has visited a great deal of cars and attention to it; a very large quantity of spares are available at attractive prices. For further details, price and demonstration run telephone Wembley 3545. (2917)

**S P O R T S** 4-door 3½-litre H.J.M. chassis, leather, boot, S 5000 Bentley overhaul, good condition, immaculate, £735—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

**BENTLEY (PRE 1031)**  
**PERFORMANCE CARS**—Good selection always available; written guarantee.—See under "Sports Cars." (C3041/R)

## Bentley Cars Wanted

**C M** THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. (1958/R)  
**SEE "Exchange"**—Lewis Motors, Gerrards Cross. (3067)

**BARTLETT**—Bentley saloon 1934-36 urgently required. B.—27a, Penbridge Villas, W.11. (W1013)

## Bentley Cars Wanted

**GUY BALMON AUTOMOBILES**  
**PURCHASE** Bentley.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

**BENTLEY** Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner, Tel. 560.

**1950** (about) Bentley Mark VI, low mileage; for private buyer; details and price to—Box 7104, Great West Rd., Brentford, Middlesex, Ealing 8841. (2690)

**PERFORMANCE CARS** urgently require Bentley.—Great West Rd., Brentford, Middlesex, Ealing 8841.

**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bentley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**BENTLEY** required privately, 1934-1939, good condition; write full particulars, history and where seen.—Box 7249. (3031)

**M K** VI steel saloons.—Reading Automobiles, Caversham Rd. Tel. Reading 3021-2. Special retailers and repairers. (1351)

**MARK VI** standard saloon, 1947-8, in excellent condition.—The Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. (W1012)

**BENTLEY** required privately, not earlier than 1950; give full particulars and history and where seen.—Box 7035. (2637)

**MARK VI** all-steel Bentley saloon wanted, private.—Musselwhite, Eastfield Cottage, Church St., Farnham, Berks. Tel. 2237. (3016)

**HATTON MOTORS, Ltd.**, Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St., Midland 2457. (1035/R)

**WEYBRIDGE AUTOMOBILES, Ltd.**, officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (10540/R)

**JACK OLDING**, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. (W3030)

**34** 4½-litre Sports saloon required, reasonable mileage, good condition.—Alpe & Saunders, Providence Court, North Audley Street, W.1. (W1006)

**ALL** Bentleys, 1934 to 1953, urgently required.—Swanmore Garage, 1176-1180, Churchstarch Rd., Bournemouth, Bournemouth 45344. (W4024)

**TAYLOR & CRAWLEY** will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—46, Kensington Court, W.8. Western 6015. (W4036)

**PRIVATE** buyer wishes to purchase 1947 to 1951 Bentley saloon in first-class condition, Austin Speedster 1951 saloon, 8,000 miles only, in part exchange or will pay cash.—Box 7245. (3027)

**R. S. MEAD (SALES), Ltd.**, are anxious to purchase late model Bentley saloons or coupes fitted with either standard or special bodies.—42, Queen St., Maidenhead, Tel. Maidenhead 531/2. (W3011)

**CHARLES POLLETT, Ltd.**, Officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningsham 5936-7-8. (10592/R)

**JACK BARCLAY, Ltd.**  
**LARGEST** official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.  
**WORKS**—Lombard Rd., Morden Rd., Merton. S.W.19. Liberty 7222 (8 lines). (81062/R)

**CHARLES POLLETT, Ltd.**, officially appointed re-showerooms; 15, Berkeley St., W.1. Mayfair 6266.

**SPARE parts**  
**SERVICE**: Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningsham 5936-7-8. (10593/R)

**ALL** spares and replacements for pre-war Rolls-Royce; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. (10490/R)

**JACK OLDING**, official retailers and repairers reception in the heart of Mayfair complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. (83030/R)

**B.M.W.**  
**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**BOND MINICAR**  
**CYRIL SHEPPARD** offers:—  
**1951** Bond Minicar, 600 miles; £195.—Sheppards Hill, Reading Binning 2345. (3146)

**Bond Minicar Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**PRIDE & CLARKE, Ltd.**, the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. (10543/R)

**Bond Minicar Spares and Service**  
**RAYMOND WAY** for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.  
**RAYMOND WAY**, of Kilburn. (10827/R)

**BORGWARD**  
**METCALFE & MUNDY, Ltd.**, London Main Dealers for Borgward cars.  
**280** Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

**BRISTOL**  
**BARTLETT**—Bristol 401 Super Leggera saloon, excellent condition; £1,550.—27a, Penbridge Villas, W.11. (C1013)

## BRISTOL

**ANTHONY CROOK** offer:—  
**1953** Bristol 403 saloons, new.  
**1953** Bristol 401 saloon, new.  
**1951** 401, black, one owner.

**AL**, the above supplied and maintained by us from new.  
**1950** 402 drop head, cream.

**OTHER** cars being extensively reconditioned before re-sale and available shortly.

**ANTHONY CROOK MOTORS**, leading distributors of Bristol cars since their inception.—Caterham Hill, Surrey. Tel. 2232-3. (C1063)

**FRAZER-NASH** cars offer:—  
**1950** (Sept.) type 401 saloon, colour black, one owner; price £1,875.  
**1949** Bristol type 400, fitted type 85C engine, one owner, metallic green, radio and heater, re-coloured; £1,300.

**F.N. Ltd.**, Falcon Works, London Rd., Isleworth. A Middlesex (Hounslow 0011). (C2015)

**H. W. MOTORS, Ltd.**, offer:—  
**1951** Bristol 401, 25,000 miles, fitted radio and heater, this car is in exceptional condition and has been enthusiastically maintained, £1,675.—H. W. Motors, Ltd., Walton-on-Thames 2804-5-6. (C2042)

**KEVILL, DAVIES & MARCH, Ltd.**  
**OFFICIAL** Bristol retailers,  
**41**—42, Hay's Mews, Berkeley Sq., W.1. Gros 2563. (C2054/R)

**UNIVERSITY MOTORS, Ltd.**, guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (1618/R)

**Bristols Cars Wanted**  
**BARTLETT**—Bristol 400 saloon urgently required.—27a, Penbridge Villas, W.11. (W1013)

**PERFORMANCE CARS** urgently require Bristols.—Great West Rd., Brentford, Middlesex, Ealing 8841; or—  
**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

**A.F.N., Ltd.**, will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (10476/R)

**H** immediate cash; distance no object; details please to.—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

**BROUGH SUPERIOR**  
**SLOCUMBS, Ltd.**, Willesden 4869.

**1936** Brough 27hp straight 8 drop head fourseater in grey with grey leather, fitted radio and heater, nearly £500 has been spent on this car recently, bills available, £255, or insured h.p. terms, part exchanges cars or motor cycles; we close at 7.30 p.m.—Write, call or telephone Slocombs, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**1939** fourseater d.h.c., radio, this car is in original and faultless condition and is very economical to run; £350.

**METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

**BROUGH SUPERIOR**, immaculate 4½-seater coupe, carefully used by proud owner, one previous owner since 1938 when bought out of show, black, 22hp, red hide, walnut woodwork, 20mpg, very fast, only reason for sale going abroad; giving away at £595, R.A.C. and A.A. inspection invited.—80, Dundee Lane, Ramsbottom, nr. Manchester. (2959)

**B.S.A.**  
**1936** B.S.A. Scout, engine needs attention; seen Eastbourne; £60 o.n.o. (Box 7212). (2973)

**175** ens.—B.S.A. Scout, 1937 (registered 1938), series 3 10hp sports 4-seater, blue, blue leather, very good condition; terms, exchanges.—Rowland Smith, below. (C1046)

**145** ens.—B.S.A. Scout, 1935 (registered 1936), series 2 10hp sports 2-seater, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (14018)

**B.S.A. Cars Wanted**  
**B** in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**B.S.A. Spares and Service**  
**BASIL ROY, Ltd.**—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Old Portland St. W.1. Langham 7753. (10444/R)

**BUGATTI**  
**BUGATTI** type 57a, two for disposal, 110 mph, drop head coupe and international 4-seater; £1,050 and £975.—J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1351. (10828/R)

**Bugatti Cars Wanted**  
**BUGATTI** wanted, any type but price main consideration.—C. Arnold, 5, Homestead Way, Northampton. Tel. 5101. (2704)

**Bugatti Spares and Service**  
**J. LEMON BURTON** Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1351. (10071/R)

**BUICK**  
**1938** Buick coupe, good running order; £200 or offer.—Tel. Camberley 513. (3095)

**1949** Super Buick 4-door saloon colour black. Dynaflow, low mileage.—Below.

**RHD** 1949 Super Buick 4-door saloon colour blue.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**BUICK** 38hp Roadmaster 2-door saloon, 1950 registration, low mileage, superb car.—Auto Service Garage, R. L. Stevenson Avenue, Bournemouth. Tel. Westbourne 63544. (3162)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**£180** or terms.—Buick Viceroy saloon, 1936, well maintained, taxed.—7, Radcliffe Rd., Croydon 1503 (private). (C2041)

**1939** Buick straight 8 drop head coupe, black, brown leather, genuine 12,000 miles, immaculate motor car, heater, one owner, first registered July, 1940. £675.

**JACK OLDING & Co.**, 8-10, North Audley St., W. Mayfair 5242-3-4. (C3030)

**1946** Buick Super 51, right-hand drive, radio, heater, twin colour scheme, complete engine overhaul. £775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4036)

**1985**—1947 series Buick 8-seater electric convertible, a magnificent car with radio, heater, taxed, new tyres. £350 down.—Bray Motors, 130-144, West End Lane, N.W.6. Hampstead 6490. (C1024)

**ADVERTISER** possessing a superb 1947 Buick 4-door special 51hp saloon will sell or exchange for a later model saloon or convertible American car; cash adjustment if reqd.—Springfield, Ashley Rd., Hale, Cheshire, Altrincham 2770. (S2871)

**£333**—Rare and beautiful Buick 30hp de luxe saloon, bodywork original, open the doors, look inside, it's magnificent, drive it, you cannot fault it; no one looking at or driving this vehicle could possibly believe it to be 15 years old; the finest specimen we have had; 3 months' guarantee; hire purchase, exchanges. (C4036)

**LAMB**, Finchley Showrooms, 421/423, High Rd., Finchley N.12. Finchley 6221 (East Finchley Underground). (C2052)

**CAMDEN MOTORS**—Buick drop head coupe, 1938 series super eight right-hand drive model with American Fisher body styling, coachwork immaculately finished in tassel and chrome (just resprayed), all fittings rechromed and as new, brand new hood and tyres fitted, extensive mechanical overhaul, new front suspensions, many extras, built-in radio and heater, performance and mechanical condition of the very highest order, written guarantee. £345.

**CAMDEN MOTORS**, Leighton Buzzard, Beds.—Tel. 3041, open till 8 p.m.; write for catalogue. (C1035)

## Buick Cars Wanted

**JOE THOMPSON**, (MOTORS) Ltd., buyers of Buick—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

**7-SEATER** private 1937/38 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

**METCALFE & MUNDY**, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Altemarle St., London, W.1. Regent 7121. (10304/R)

**H. F. EDWARDS** urgently require good Buick for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Langham 0012. (W2005)

## Buick Spares and Service

**REPAIRS**, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. (10519)

**BUICK** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane Willesden Junction, N.W.10. Tel. Elgar 7911. (10141/R)

## CADILLAC

**CADILLAC** 7-seater limousine, chauffeur-maintained since new, genuine 55,000 miles, front end resprayed, 1955, inspection and trial.—Burnley Motor Mart, Cannon St., Burnley, Tel. 5495. (12940)

**CADILLAC** saloon, 1947 model, reg. 1953, i.h.d., cord upholstery unmarked, exterior very good, 29,000 miles since new, open to any A.A. or R.A.G. inspection; bargain. £1,000.—Chadwicks Motors, 25, Watford Rd., Kings Norton, Birmingham, Tel. Kin. 2827. (13064)

**LIMOUSINE**, 1938, Double Enclosed, 8-passenger, radio, privately owned, beautiful condition throughout, black, mileage negligible. £765. Another similar, £695.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1036)

## Cadillac Cars Wanted

**JOE THOMPSON**, (MOTORS) Ltd., buyers of Cadillac—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Cadillac buyers.—Wembley 8691/3903. (W4015/R)

**METCALFE & MUNDY**, Ltd., will buy your Cadillac car.—280 Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Altemarle St., London, W.1. Regent 7121. (10004/R)

## Cadillac Spares and Service

**CADILLAC** sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10121/R)

## CHEVROLET

**1950** Chevrolet Styleline 4-door de luxe saloon, heater, i.h.d., outstanding condition, CHOICE of other Chevrolets in stock.

**BRITISH & COLONIAL MOTORS** Ltd., (Distributors for London & Home Counties), 19/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. (C1027)

**RHD** Chevrolet 4-door saloon 2,000 miles only.—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**1948** Chevrolet Stylemaster 2-door saloon, radio, heater, numerous extras, i.h.d., taxed December. £525.—Brookside Motors, 102, High Rd., Uxbridge, Tel. 184, 10 a.m. to 7 p.m. (C1030)

## CHEVROLET

**1950** (October) Bel Air hard-top convertible, maroon and buff, 13,000 miles, fitted with all extras; this car has unusually attractive lines and is very similar to a small Cadillac in appearance.

**METCALFE & MUNDY**, Ltd., 280 Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

## Chevrolet Cars Wanted

**JOE THOMPSON**, (MOTORS) Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

**METCALFE & MUNDY**, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

**BRITISH & COLONIAL MOTORS**, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5588. (W1027/R)

## Chevrolet Spares and Service

**REPAIRS**, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. (10140)

**CHEVROLET** spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. (C1027/R)

## CHRYSLER

**7-SEATERS** private 1938/39 (24/28hp) Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

## Chrysler Cars Wanted

**CHRYSLER** distributors, will purchase all types of Chrysler vehicles.—59-65, Belize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (10645/R)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Chrysler Spares and Service

**CHRYSLER** distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belize Rd., N.W.6. Mai. 5555/2155. (10495/R)

**CHRYSLER** Specialists, comprehensive spares engines and exchange units for all models.

**CHURCH ROAD ENO**, Co., Ltd., Hadleigh, Essex. 19604.

**CHRYSLER** Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (10361/R)

## CITROEN

**CAR MART**, Ltd., 1951 Citroen Light 15 saloon, 8,000 miles; £855.—Car Mart, Ltd., 329, Euston Rd., N.W.1. Euston 1212. (C1059)

**G. NORMAN & Co.**

**CITROEN** Sole Distributors for the County of London, Service, spares and replacement units, fully guaranteed used models at competitive prices always in stock.—50 Vauxhall Bridge Road, S.W.1. Vic. 2211. (0756/R)

**RUSSELL MOTORS** offer—

**1948** Light 15 Citroen, colour black, two owners only.

**ANY** trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

**J. HUNTER**, Ltd., offer—

**1952** Citroen 15 saloon, low mileage, fitted radio, heater. £850.

**J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. (C2040)

**H. W. MOTORS**, Ltd., offer—

**1949** Citroen Light 15 saloon, moderate mileage; this car is in exceptional condition and finished light maroon, red leather upholstery; this vehicle is fitted with many of the latest chassis features; £565.

**H. W. MOTORS**, Ltd., Walton-on-Thames 2404-5-6. (C2042)

**JOHN S. TRUBSCOTT**, Ltd., for Citroen—

**ONLY** first-class examples are offered.

**PRESENT** stock includes 1946 Light 15, £425; 1948 Light 15, £525; 1950 Light 15, £500; others usually available.

**OFFICIALLY** appointed Citroen agents; new models from stock; exchanges, deferred terms.

**JOHN S. TRUBSCOTT**, Ltd., 175, Westbourne Grove, W.11. Bay. 4874. (C4055)

**RICHARDS & CARR**, always best value

**1950** Light 15, 16,000 miles, faultless and extremely smart; £695.

**1948** Light 15, 25,000 miles, being reconditioned now; excellent condition; £495.

**35**, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

**WORTHINGTON MOTOR** Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (15340)

**£325**—Rare opportunity to acquire Big 15 1940 drop head de luxe.—Gra. 8142, 143, Cricklewood Lane, N.W.2. (12748)

**£398**—Citroen Light 15 super modern sin. bodywork and interior top-top, superb performance; choice 2 others.

**BERMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Bay. 5066-7, 150 yds. Holland Park Tube. Exchanges, h.p. (C1017)

**1951** (May) Citroen Light 15 saloon, grey with red leather, low mileage, one owner, perfect condition throughout; £755.

**H. SANDERS**, Ltd., 326-330, Euston Rd., N.W.1. Euston 5211. (C4040)

## CITROEN

**1937-38**, outstanding condition, bills £200, 6,000 miles since, many extras; £265.—48, Lynwood Grove, Orpington. Tel. 7323. (13088)

**1949** Citroen Light 15 saloon, radio, taxed, magnificent, guaranteed. £550; payments—Vaughan, 117, Astwood Mews, S.W.7. Fro. 1319 (C4038)

**1951** Citroen Light 15, grey, passed out Citroen Works 100% condition; £750.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (12601)

**1951** Citroen 15 (February), sale green, heater, etc., mileage 21,000, a perfect car, private vendor; £725.—R. Chuter, White Hart Hotel, Cuckham, Bourne End 393. (13184)

**KENTISH & THOMSON**, Ltd.—1951 Citroen Light 15 saloon, sun roof, black with red leather, genuine 8,000 miles, excellent throughout; £815.—564-6, Wickham Rd., Croydon, Springpark 3477. (C2047)

**CITROEN** 15 1949, just reconditioned black, red upholstery, sliding head, really exceptional condition, can be seen Lincolnshire, owner wishes to exchange for new or nearly new Ford Zephyr.—Box 7163, (13202)

**1946** 15hp Citroen de luxe saloon, black, with red leather, just had suspension and universal overhauled, sprung steering wheel, Fram oil coil, sp.4 lights, etc.; £450.—Woking Motors (Maybury Hill) Ltd., Woking 1929.

**TANKARD & SMITH**, Ltd., offer 1949 (Nov.) Citroen Light 15 saloon, maroon with maroon leather, speedometer reading 35,000, excellent condition throughout; £275; three months' written guarantee.—184-198, Kines Rd., Chelsea, S.W.3. Flaxman 4601-2-5. (10326)

**1947** Citroen 15 saloon, sun roof, beige with red leather and covers, twin carburetors, 26mpg, £175 recent overhaul, new engine, resprayed, new battery and tyres, taxed December, exceptional car, £495; exchanges, hire purchase.—Woking 4, Bankside, Ferry Rd., Teddington, Kingston 7150. (13260)

**CITROEN** 1947 (25 12 46) black Light 15 sports saloon specially prepared engine fitted 2 carburetors giving staggering acceleration and performance; perfect paintwork, loose covers, undoubtedly the fastest Citroen available; £480 or will exchange for 507 B.M.W. or more conventional saloon.—24, Park Hill, Birmingham, 15, South 1215. (13160)

## Citroen Cars Wanted

**CITROEN** cars, 1950, Park Lane, W.1. Grosvenor 3454. (10172/R)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ACE SERVICE STATION (LONDON)**, Ltd.

**THE** Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

**NORTH Circular Rd.**, Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (W1009/R)

**CITROEN** in good condition for cash.—Tel. Valentine 2095 or 4674.

**PERFORMANCE CARS** urgently require Citroens.—Great West Rd., Brentford Middlesex, Kallin 8841 or—

**107**, New Cavendish St., Great Portland St., W.1. Museum 6221. (W3041)

**WANTED** privately, Citroen 15, post-war, immediate cash.—Please tel. Leicester 66037. (13064)

**RICHARDS & CARR** buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W5045)

**CITROEN**—John S. Truscott Ltd., urgently require good examples; highest prices for cash or exchange.—175 Westbourne Grove W.11. Bay. 4274. (W4055)

**CITROEN Spares and Service**

**BALES** of Croydon, Distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5151-2. (10187/R)

**THE HEADINGLEY MOTOR & ENO**, Co., Ltd., 8, Oley Rd., Leeds, 6. Tel. 52627-8. (10187/R)

**THE** Citroen Specialists; all spares stocked; immediate exchange drive shafts gear boxes, steering units, etc. (10661/R)

**WIDCOMBE GARAGES** Ltd., Putney Rd. Bath 4863—Citroen parts reconditioned drive trains 48-hr. service. (19596)

**SHRIMPTON'S MOTORS**, Ltd.—London Distributors

Head office and showrooms.—242-244, Brompton Rd., S.W.5. Kensington 9464.

**SPARES** and service.—47, Monrovia Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. (10727/R)

**WOODFORD CAR MART**, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckthorpe 0017. (10200/R)

**CITROEN** We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage Ltd. Bexleyheath 725. (10746/R)

**BOWES ROAD GARAGE & ENGINEERING** Co., Ltd., 8, Bowes Rd., N.11 (Bow 2264); specialists on Citroen body repairs and mechanical overhauls, axle joints reconditioned 48-hr. all spares stocked. (10565/R)

## CONNAUGHT

**L. F. WARD**, Ltd.

**1949** Connaught sports 2-seater, all-weather equipment, extremely fast car.

**L. F. WARD**, Ltd., Hanover Court, York, N.W.1. London W.1. Tel. Mayfair 6176. (10444)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler 2½-litre Consort saloon, heater one owner, supplied by us new, finished in dual colour scheme, £1,295.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1665 (C2017)

STRATSTONE, Daimler distributors.

DAIMLER 27hp 7-passenger limousine (1947) black with cloth to rear, chauffeur kept, £2,500.

DAIMLER 2½-litre special sports coupe (1951), duo fawn with beige leather, most attractive, £1,595.

DAIMLER 2½-litre Consort (1951), black with red leather, radio, loose covers excellent, £1,550.

DAIMLER 2½-litre saloon (1948) blue with blue leather, well maintained, £795.

STRATSTONE, 40 Berkeley St., W.1 (Mayfair 4404), Service: 7, Herbrand St., Russell Sq., W.C.1 (Tottenham 7464). (C4022)

WARWICK WRIGHT, Ltd., offer—

1952 Daimler 2½-litre Consort saloon, heater, maroon, 4,000 miles, £1,425.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761 (C4045)

GUY SALMON AUTOMOBILES offer—

1952 Daimler 2½-litre special sports coupe, dark and low, 9,000 miles, one owner, an absolutely superb example of this outstanding model, £1,795.

PORTSMOUTH RD., THAMES DITON, EMBERBROOK 5551-2-3. (C4001)

1936 Daimler 20hp, immaculate condition, recon. engine, £195.

PARAMOUNT AUTOCAR, 7, Westgate St., Mare St., Hackney, E.8. Amherst 2771 and 2934. (C3154)

1949 (Aug.) Daimler 2½-litre Consort saloon, black/brown, one owner, £925.

A. FREEMAN, Ltd., Grosvener Garage, Burnage Lane, Manchester, Bus 2674-5. (C3126)

£450 4½-litre Daimler lim., 7-str., l.f., taxed, insured.—Tel. Romford 0421. (C3166)

1951 (Sept.) Daimler sports drop head coupe, black/brown leather, one owner, 2,400 miles only, condition as new, £1,765.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. (C4040)

DAIMLER E20, 1959, spares, for sale; also 1959 20hp Daimler shooting brake, part exchange for Allard drop head or saloon.—Box 7209. (C2959)

1939 Model Daimler 2½-litre saloon, immaculate, guaranteed, £590; payments—Oldfield 598, Kensington High St., W.14, Wes. 6631. (C3029)

CASS'S MOTOR MART—1959 Daimler 2½-litre sports saloon, black, one owner, superb, written guarantee.—5 Warren St., W.1, Euston 4110. (C1040)

1936 24hp Daimler limousine, occasional seats, ideal hire car, blue, £350.—Golly's Garage, Earls Court Rd., S.W.5. Prohibitor 0063. (C2551)

GUY ALFREDS &amp; Co., Ltd., 1959 Daimler 2½-litre drop head four-seater, engine, fully fitted, excellent order.—6-7, Warren St., W.1, Euston 3268. (C1005)

1950 Daimler Consort saloon, black/green, 30,000 miles, chauffeur-kept car, £1,075.—Taylor &amp; Crawley, 48, Kensington Court, W.8, Western 6015. (C4036)

1950 model 2½-litre sun saloon, black, green leather, heater, taxed year, spottless, £910.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 2666. (C2666)

E.L. 24, 1938, black, all leather (black), facing forward, well maintained, £575.—Fingland's, Ltd., 21, Wilmow Rd., Manchester, 14, Rusholme 2894. (C2259)

£398—Daimler 1958-9 2-litre 4-dr. de luxe sal., original, magnificent condition, speedo 30,000, tyres as new, must be seen to be appreciated; many others.

BENNETT, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or phone Ralph Clegg at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. (C0444)

£1195!!! Consort saloon, 1951, registered well within the year, a most immaculate specimen of this series, one private owner, this car has been serviced every month by distributors (service data available), nominal mileage, heater, loose seat covers.

£795!!!—Exceptional value; July, 1949, Daimler 2½-litre saloon, black/brown leather, heater and other extras, privately owned since new, original condition throughout, recent engine inspection, decoke and servicing.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041, Open till 8 p.m. Write for catalogue. (C1035)

ROYS offer an excellent and rare 1936 Daimler 15 drop head four-seater, fitted Andre shock absorbers, good condition and performance, £235; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8694. (C3059)

DAIMLER—1950 (November) Daimler Consort saloon, specially finished in Barker green with green leather interior, Ekco wireless and loose covers, 40,000 miles, chauffeur-driven only, immaculate condition, inspection invited.—Tel. Grosvenor 4591. (C2945)

1947 (June) Daimler 2½-litre saloon, black, brown, hide, heater, and full equipment, one owner, 32,000 careful miles, excellent condition, taxed, £775; exchanges, deferred terms; many others—John &amp; Truscott, Ltd., 173, Westbourne Grove, W.11, Bay 4274. (C4035)

425 ens.—Daimler 1959 2½-litre de luxe saloon, black, sliding hide, grey leather, preselector, I.P.S., radio, heater, Ekco wireless and loose covers, 40,000 miles, excellent condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

## DAIMLER

A&amp;S 1937, partitioned Limousine, E.L. 24, leather throughout, widest occasional, black, desirable condition, bargain value.

LIMOUSINE, 1936/32hp, swept tail, partition, widest occasional, black, desirable condition, £650. Alpe &amp; Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

GUY SALMON AUTOMOBILES

PURCHASE Daimler—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (W4001)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube), N.W.5, Ham. 6041. (W4018/R)

7-PASSENGER 1957/38/39 privately owned 24hp Limousine required, cash waiting.—Alpe &amp; Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1008)

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1, Langham 0012. (W2003)

Daimler Spares and Service

DAIMLER, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. (0659/R)

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## FIAT

FOR Fiat enthusiasts

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.5. Mountview 5265. (0440/R)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

500 model 1959, 2-str.; choice of three.—Fox &amp; Nichol, Ltd., Derwent 1122. (C2013)

FIAT cars, buying or selling.—S. &amp; S. Motors, 165a Westbourne Grove, W.11, Bay 1644. (C2603)

500 (1937): £90 spent this year on overhaul, faultless; nearest £175.—1, Highfield Rd., Rishton, Lancs. (15047)

£225—Fiat 500, 1959, excellent condition, very nice little car.—Myles, 19 Burgess Rd., Basingstoke. (15045)

1938 Fiat, recently overhauled and re-spayed, 3 new tyres; price £200 or good offer.—9, Three Colts Lane, E.3. (15171)

1948 Fiat 500 cabriolet, one owner, extremely smart, mechanically faultless, £425.—Richards &amp; Carr, 35, Kinnerton St., Wilton Place London, S.W.1, Sloane 5424. (C3045)

£265!!! 1959 Fiat 500 Cabriolet, excellent body, interior, work, unusual, very well maintained and bargain price; 3 months' guarantee; hire purchase exchanges.

L. AMES, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)

1948 500 coupe, low mileage, one owner, £450; 1959 4-seater convertible, £325; guaranteed.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11, Park 5731. (C3061)

£245—1958 Fiat 500 convertible coupe, powder blue, new hood, reconditioned engine, immaculate, £90 down.—Bry Motors, 180-194, West End Lane, N.W.6, Hampstead 6490. (C1024)

1951 Fiat 1400 saloon, right-hand drive, 19,000 miles, very impressive performance and economy, £895.—Taylor &amp; Crawley, 48, Kensington Court, W.8, Western 6015. (C4036)

295 ens.—Fiat 1500, late 1936 4-door pillarless saloon, black, fawn leather, I.P.S., oversize tyres, unused spares, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below:—

225 ens.—Fiat 500, 1958 model convertible coupe, gun-metal, red leather, new hood, very well maintained; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably in the world), 500s, 1100s and 1500s, for immediate delivery.—Below:

MAYFAIR GARAGES, Ltd.—1949 (reg. 1951) 500B ohv Belvedere station wagon, excellent mechanical condition; 3 months' guarantee; £425.—Below:

MAYFAIR GARAGES, Ltd.—Late 1959 500 2nd series de luxe full 4-seater convertible saloon, pale blue leather upholstery, very carefully maintained and in scrupulous condition throughout, very smart, 3 months' guarantee; £365.—Below:

MAYFAIR GARAGES, Ltd.—December 1959 (40 model) 1100 500B 3-door pillarless saloon, black, blue, grey hide, first-class condition throughout, 3 months' guarantee; £325 (choice of 3).—Below:

MAYFAIR GARAGES, Ltd.—April 1959 500 2nd series supercharged de luxe convertible coupe, black, very smart car with outstanding road performance, 3 months' guarantee; £325.—Below:

MAYFAIR GARAGES, Ltd.—Fully reconditioned 1st series 500 de luxe convertible coupe; 3 months' guarantee; £315.—Below:

MAYFAIR GARAGES, Ltd.—1959 model 500 2nd series de luxe convertible coupe, change of owner, very smart car in excellent condition throughout, 3 months' guarantee; £295.—Below:

MAYFAIR GARAGES, Ltd.—1957 500 convertible maroon, powerful and economical engine, serviceable condition throughout; £195.—Below:

MAYFAIR GARAGES, Ltd.—Staff of skilled mechanics handling thousands of Fiats annually; your satisfaction assured.—Below:

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. E.17 Bridge), Mayfair, W.1, Mayfair 5104-5, Open 9-6, Sats. 9-1. (C3009)

1952 Fiat 1400 saloon, 4,000 miles all extras, cost £1,675, last July sacrifice, £1,275, o.n.o.; might consider smaller car part exchange, private owner.—Victoria 5485 office hours, or Esher 4144 evenings. (15146)

## Fiat Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Fiat.—Hamstead (Tube), N.W.5, Ham. 6041. (W4018/R)

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1, Mayfair 5104. (0695/R)

1939 Fiat or later, good condition; lady wishes purchase privately.—Acorn 4318, Box 7017. (C2604)

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex, Ealing 6841, or—

107—New Cavendish St., Great Portland St. W.1, Museum 6221. (W3041)

## Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Friarville 5651. (0909/R)

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garage, Ltd., Balderton St. (opp. Belridge's clock), W.1, Tel. May, 5104-5, Open 9-6; Sats. 9-12. (C6232/R)

## FERRARI

BROOKLANDS.—Individuality, new and used cars.

1952 Ferrari 4.1-litre model 342, chassis fitted with 2-door, 4-seater sports saloon by Ghia, Turin, 5,000 miles, the only example of its type in the country, cost new £9,896.

103—New Bond St., London, W.1, Mayfair 8351-6. (C1029)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Bryon 6028. [C0325/R]

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & B. Motors, 165a, Westbourne Grove, W.11. Tel. Bay, 1644. [C0136/R]

## FORD (8 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Ford Anglia saloon, black, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C03042]

## RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1950-51 Ford 8 Anglia saloon, reconditioned engine fitted, mileage to date 200, the whole car at £399.00.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcar or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C03047]

## PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [C0099/R]

W. J. BROWN, Ltd., Used Ford Specialists.

1952 (Apr.) Ford Anglia saloon, black, 11,000 miles; £455.

1951 (Sept.) Ford Anglia saloon, green, beige upholstery, loose covers, pass light, 7,000 miles, one owner, immaculate throughout; £455.

1948 Ford Anglia saloon, black, red upholstery, a clean, tidy car; £335.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1939 Ford 8, good condition; £225.—Below.

1937 Ford 8; £195.—Below.

1936 Ford 8; £150.—Below.

H.P. on any car.—Thomas Motors, 117, London Rd., Kingston 8415. [C1316]

## DAGENHAM MOTORS Ltd., Ford Main Dealers.

1951 Ford Anglia saloon, black/red; £425.

1951 Ford Anglia saloon, black, reconditioned; £395.

56 Park Lane W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [C1066]

1949 Ford Anglia saloon, black and green, taxed year; £345.

TIMMIS MOTOR, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030]

1939 Ford 8 saloon, grey, good condition; £199.—Gla. 8073. [C1037]

1951 Ford Anglia saloon, colour black; £395. See also our advert, on page 61.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C03033]

1947 Ford Anglia saloon, a very attractive car, throughout, beautifully maintained; £295.

COLE'S GARAGES, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

£265 (1949) Ford 8 Anglia saloon, beige with brown interior, sound mechanically and well shod.

£315 (1946) (late registration) Ford Anglia saloon, late property of our own works manager, quite a nice car in unusually good order mechanically reconditioned engine only 6,000 miles back.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

1950 (Oct., 1949) Anglia saloon, black really immaculate and guaranteed; £350.—Campbell Symonds, Wembley 6262. [C1037]

1946 Ford Anglia, exchanged engine; £325.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4018]

1937 Ford 8 saloon, £145; part exchange, terms arranged.—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3556. [C2048]

1952 (April) Ford 8 saloon, black, 4,700 miles, taxed; £475.—Trekford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3558. [C4029]

1937 Ford 8 saloon, recon. engine, choice of two; £149.—G.P. (Baltham) Ltd., 20, Baltham Hill, S.W.12 (100 yards Clapham South Tube). Bal. 1197-5-6. [C2024]

375 gns.—Ford Anglia, 1950 saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Ford 1950 sal., black, very good condition; terms, exchanges, etc.

95 gns.—Ford 8, 1936 model, 4-door saloon, black, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018]

## FORD (8 h.p.)

JACK ROSE, Ltd., offer: 1953 Anglia saloon, as brand new, with extras, a few thousand miles only; accept £445.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C0306]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [C0578/R]

FORD 8 1939 saloon, one previous owner only, excellent mechanical condition, loose covers; £189 or £29 deposit.—G. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8905. [C1064]

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloons, black/brown or beige/brown, 15,000 miles, one owner, £399; 1950 green/brown, one owner, £379; 1949 black/brown, choice three from £339; three months' guarantee, terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6851. [C0306]

## Ford Eight Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [C0172/R]

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford 10hp Ford Prefect saloon, black, leather, very nice car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C03042]

## PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). [C1010/R]

H. BEART & Co., Ltd., offer:—

1951 (Oct.) Ford Prefect de luxe saloon, one owner, genuine mileage only 9,000 and like brand new throughout.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

KAR SALES OF EGHAM offer:—

1951 Prefect, 15,000 miles, absolutely as new; £505.—High St., Egham 3151/2. [C2056A]

WARWICK WRIGHT, Ltd., offer:—

1952 Ford Prefect saloon, green, heater, 1,900 miles; £395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

W. J. BROWN, Ltd., used Ford specialists.

1952 (April) Ford Prefect saloon, green, brown leather, 11,000 miles, one owner, taxed year; £425.

1948 Ford Prefect saloon, green, fawn upholstery, radio, loose covers, one owner, taxed year; £465.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1950 (Oct.) Ford Prefect, 4,000 miles; £490.

9 Abemarle St., London, W.1. Tel. Grosvenor 5551. [C1016]

## DAGENHAM MOTORS Ltd., Ford Main Dealers.

1949 Ford Prefect saloon, black/cloth; £450.

1950 Ford Prefect saloon, black/hide; £495.

56 Park Lane W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [C1066]

PREFECT, '39, 10hp 4-seater tourer, one owner, good running order; £225.—Macaulay 1265. [C119]

1949 Ford Prefect, black, green leather, excellent.—Autowork Ltd., Winchester. Tel. 4854. [C1010]

SECOND-HAND Ford Prefect, colour black, excellent condition; £375.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4042]

1950 Ford Prefect saloon, excellent condition, unmistakable value; £450.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1939 Ford Prefect 4-door, black, green leather; £265.—Ace of Spades, Great West Rd., Hounslow 5475 (Osterley Station Tube). [C2050]

1950 Prefect reconditioned engine, black with brown; £495.—E.F.S. Motors, Kinxton-by-Pass, Esher, Tel. Emberbrook 5009. [C2004]

1938 Ford 10 4-door saloon; £245; part exchange, terms arranged.—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3556. [C2048]

1952 (June) Ford Prefect saloon in black, 9,000 miles, taxed year, excellent condition; £495.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282.

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. [C0578/R]

## FORD (10 h.p.)

1948 Ford Prefect saloon, grey, chauffeur maintained, immaculate condition; £395; exchanges, terms.—Palmer, 53, York St., Twickenham, Putney 1900-7087. [C4054]

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect, a colour black leather, fitted loose covers, one careful owner, low mileage, excellent throughout; £515.—94, Old Portland St., W.1. Lan. 1545. [C4015]

## Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5454. [C0174/R]

MARETON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C0179/R]

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED urgently, post-war Ford 10 saloons; write, telephone or call.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [C1026]

FORD Prefect saloon required, must be clean and low mileage, date not so important.—D. C. Bushell & Co., Ltd., Agricultural Merchants, Cammerley, Surrey. [C634]

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W3008]

## FORD CUSTOMS

1951 Ford Customs saloon, 16,000 miles, stone grey, every conceivable extra.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Frenchie 5471. [C0304]

## FORD CONSUL

H. BEART & Co., Ltd., offer:

FORD Consul saloon de luxe model with leather, heater, radio, etc., genuine low mileage and the property of one owner since new, full details on request.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1081]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1951 (Oct.) Consul saloon, leather upholstery, heater and radio; £675.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [C1417]

DAGENHAM MOTORS Ltd., Ford Main Dealers.

1951 Ford Consul, green, hide, radio, heater; £720.

1951 Ford Consul, beige, hide, radio, heater; £720.

56 Park Lane W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588 and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [C1066]

1952 Consul saloon, leather, 12,000 miles; £715.—Brooke Tool, Warwick Rd., Birmingham. [C1575]

1952 Ford Consul, leather, 10,000 miles, heater, loose covers, and others extras, immaculate; £725.

CLARKE & SIMPSON, Ltd., 73/79, Cadogan Lane, S.W.1. Sloane 4727. [C1048]

1953 Consul, leather, heater, extras, 5,000 miles, black; £755.—Pickett Harold Rd., Margate, Thanet 20401. [C3055]

1953 Ford Consul saloon, leather, heater, under-seat, etc.; £825.—Green & Zonia, Ltd., 246/252, Deansgate Manchester, 3, Tel. Deansgate 5523-6. [C2008]

1952 Consul saloon, radio and heater, 6,000 miles; £775.—British & Colonial Motors Ltd., 18-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3558. [C1027]

1952 Consul (reg. 24.12.51) one owner, radio, heater, leather; £650.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

1951 Ford Consul saloon de luxe, leather, heater and extras; £725; 5 months' written guarantee.—Brown's Garage Loughton (Essex), 4119 (Tube). [C1034]

OFFERS, Consul, Sept., 1951, one owner, leather, heater, 13,900 miles, perfect condition, recently examined by maker's representative.—Warren, R.A.F. Kirtlington, Lincs. [C1048]

TANKARD & SMITH, Ltd., offer 1952 Ford Consul; beige with brown upholstery, one owner, speedometer reading 22,000, heater and radio, very carefully used; £675; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4891-2-3. [C4028]

## Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED.—Consul saloons, in good condition.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.5. Ham. 2211. [W4051]

## FORD ZEPHYR

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C03042]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ZEPHYR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

**1953** Ford Zephyr saloon, 2,850 miles, many extras, choice of two; 849ms.

**HIRE-PURCHASE** terms on the spot with no references, no formalities or guarantors, part exchange on your present motorcycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards) [C9047]

TOM GARNER, Ltd., offer:—

**1953** Ford Zephyr Six saloon, green with beige leather, heater, 2,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9665-6-7. [C9060]

H. A. SAUNDERS, Ltd., offer:—

**1951** Ford Zephyr saloon, black with red leather upholstery, radio and heater, recorded mileage 11,500; £795. High Rd., N.12. Hillside 0024. [C9027]

WARWICK WRIGHT, Ltd., offer:—

**1951** Ford Zephyr saloon, dark green, radio and heater, 8,000 miles; £795.

**1952** Ford Zephyr saloon, radio and heater, dark green, 5,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C9045]

DAENHAM MOTORS, Ltd., Ford Main Dealers.

**1952** Ford Zephyr, black, heater, radio, heater; £795

**56** Park Lane, W.1. Regent 4866; 374, Ealing Rd. A. Norton, Middles. Perivale 5588 and 8 and 12. Bangle Rd., Catford, S.W.6. Hither Green 4821. [C9066]

**1953** Ford Zephyr saloon, heater, leather, 250 miles only. Green & Sons, Ltd., 246/252, Deansgate Manchester, 5. Tel. Deansgate 5325-6. [C9028]

**3000** miles only—1953 model Ford Zephyr saloon; £875.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C9027]

**1953** type Zephyr, 4,500 miles, radio, heater, covers exactly as new, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 51, Streatham Hill, S.W.2. Tel. Hill 4488. [C9016]

## Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.5. Ham 6041. [W4018/R]

**WANTED**, new or nearly new Ford Zephyr in exchange for 1949 Citroën 15 in exceptional condition; cash adjustment.—Box 7164. [C9253]

## FORD (V.8)

**W** HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Ford Pilot saloon, black, leather, loose covers, spot lamps, link mats and other extras, carefully maintained car.

**THIS** car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

**W** HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C9042]

KAR SALES OF EOHAM offer:—

**1950** Pilot, radio, heater, exceptional; £500.—High St., Egham 3131/2. [C9056A]

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1948** Ford Pilot colour green, with cloth upholstery; £425.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C9057]

**FORD V.8** coupe, new radiator, reconditioned shock absorbers, good hood, taxed year.—Clarke, Alderden Manor, Sandhurst, Kent. [C9186]

**£595** (1951-1953) Ford Pilot in black with de luxe brown leather, heater, etc., genuine low mileage specimen in excellent condition.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogues. [C9035]

**£195**—1938 Ford 30hp V.8 saloon, excellent runner, good tyres; £70.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6400. [C9024]

**FORD** Pilot, 1549, blue, radio, heater, new engine just fitted and thoroughly reconditioned throughout, exceptional car; £525.—Campbell Symonds, Wembley 6262. [C9037]

**1949** model Ford Pilot in sand buff with hide upholstery, radio and heater, one careful owner; £485.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42151. [C9027]

**17000** miles.—Late 1950 Pilot, black with brown leather upholstery, radio and heater, kept in new condition, £595; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C9051]

**1950** (Oct.) Ford Pilot saloon, black, leather, loose covers, radio and heater; chauffeur maintained, immaculate condition; £550; exchanges.—Palmer, 53, York St., Twickenham, Popestone 1890/7087. [C9084]

**1950** (September) Ford Pilot, black, brown leather, 19,000 miles, heater, wireless, fitted hydraulic jacks, screen splash, twin air horns, etc., maintained by experts as new, £545, taxed.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 9146. [C9007]

## Ford V.8 Cars Wanted

C

**THE CAR MART**, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [Q175/R]

**WANTED**—Ford V.8 drop head coupe fourseater, mechanically sound.—Box 7209. [C9062]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford V.8.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

UTILITY—FORD OR OTHER BODIES

KAR SALES OF EOHAM offer:—

**1948** Fordson Uliteon, remarkable condition; £575.—High St., Egham 3131/2. [C9056A]

**FORD** Mercury V-seater station wagon, first registered in 1949, right-hand drive, most beautiful maple wood body, excellent condition throughout; £345.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015. [C9036]

AMERICAN FORD

**1947** Ford, American type super de luxe, finished in black and brown leather, heater and radio in truly magnificent condition; first £650 secured.

**ACRES AUTOCAR**, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Hill 1929, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.3. Tel. Macaulay 2211-2. [C9002]

**ON** all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [Q749/R]

**FORD** Mercury V.8 Customs (registered May 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.3. Kensington 4658. [C9058]

FORD MISCELLANEOUS

**NAYLOR & ROOT**—1951 Ford Pilot saloon, black, brown hide, heater, unmarked condition; £575.

**1952** Ford Consul saloon, mist green/brown hide, radio, heater, overriders, indistinguishable from new; £745; written guarantee.—25 East Hill, Clapham Junction, S.W.11. Datt. 2252. [C9022]

Ford Miscellaneous Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**W** HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R]

**SLOCOMBES**, Ltd., Willesden 4869. [W3042/R]

**WE** wish to purchase clean and genuine Ford cars.—38-52, Dudden Hill Lane, N.W.10. [W4017]

**FORD** in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

**FORDS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [Q823/R]

**WALTON GARAGE (STAFFORD)**, Ltd., will buy for cash.—Walton, Stafford, Milford 295. [Q805/R]

**LOW** mileage Ford cars wanted.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [W1065]

**£700** £750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [W3016]

**H. F. EDWARDS** urgently require good Ford for immediate cash; distance no object; details please to 230, Great Portland St., London, W.1. Langham 0012. [W2003]

Ford Spares and Service

**NORMAND**, Ltd.

**THE** best service ensures a longer car life.

**BRING** your car to 405-9, King St., W.6. Riv. 3665. [Q254]

**ALLAN TAYLOR (MOTORS)**, Ltd.,

**HIGH** St., Wandsworth, S.W.18.

**MAIN** Ford dealers.

**LARGE** stock of genuine Ford parts.

**VANDYKE** 4433 (5 lines). [Q814/R]

**FRANK G. GAIERS**, Ltd. High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. [Q035/R]

**G**UARANTEED, reconditioned starters, 8hp £5/4, 10hp £5/11/4, dynamos, £4/15; despatched C.O.D. on receipt of old unit.—A.B.S., 11, St. Mary's Gate, Rochdale. [Q052]

**F. H. PEACOCK**, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine engine reconditioned engines, 8, 10 and 30hp always available from stock. [Q406/R]

**219** 221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Poord Rd., Folkestone 51222. [Q406/R]

**WE** have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned RB engines, etc.—V. J. Reynolds (Motors), Ltd., Main Rd. and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (4 lines) and 66 High St., East Ham, E.6. Grange Wood 1130. [C9062/R]

Frazier Nash Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Frazier Nash.—Hamstead (Tube), N.W.5. Ham 6041. [W4018/R]

## FRAZER NASH-B.M.W.

MERCURY offer:—

**£575**—327/55 B.M.W. drop head coupe, in superb condition, l.h.d., imported 1947; finished in Aja red and black with beige leather upholstery, gleaming chromium, twin Marshall spotlights engine and suspension recently overhauled, an excellent specimen in every way.

**TERMS** and exchanges on any car with pleasure; hours 9 to 7 p.m. Sunday 10 to 1 p.m. for inspection.—Mercury Motors, Universe House, 224/6, Harrow Rd., Wembley 6058-9. [C9013]

MAYFAIR COUNTRY CARS offer:—

**1938** sports saloon, superb condition; £425; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C9008]

**PERFORMANCE CARS**—Good selection always available written guarantee.—See under "Sports Cars." [C9041/R]

**TYPE** 40 Frazier Nash-B.M.W. fitted four-seater drop head coupe body, in excellent condition throughout; £240.

**TYPE** 45 two-seater B.M.W. cabriolet body, recent complete engine overhaul, roof condition throughout, new tyres, etc.; £230.

**ENTERPRISE GARAGE**, Sturry Rd., Canterbury. Tel. 3166. [C9041/R]

**1936** type 45 saloon, engine, brakes, suspension overhauled; £175.—Hickman, 51 Craven Ave., Ealing, Ealing 2957. [C9041/R]

**FRAZER NASH-B.M.W. 1937** Type 34 cabriolet, big and little ends, rings renewed, enthusiast maintained, excellent condition; £350 o.n.o.—Willcocks, Mayfield, Sussex. Tel. 91. [C9041/R]

**BARTLETT**—Frazier Nash-B.M.W. 1939 327/80 coupe, very special 328 saloon, very special 328 saloon, £550; Frazier Nash-B.M.W. 1939 321 saloon, £350.—27a, Pembroke Villas, W.11. [C9013]

**395** gns.—Frazier Nash-B.M.W. 1939 model, 2-litre Type 328 4-door sports saloon, grey, brown leather, twin gas lights, oil coil, excellent condition; terms, exchanges.—Rowland Smith, below.

**325** gns.—Frazier Nash-B.M.W. 1937 model, 1½-litre, Type 40 super sports 2-seater, metallic green, very good condition; terms, exchanges; list, open 3-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C9018]

**1938** Frazier Nash-B.M.W. 326 drop head coupe 4-seater, this car has been completely recollared in maroon, engine recently reconditioned, a most immaculate example; £395; terms, exchanges.

**MAIDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C9000]

**EXCEPTIONAL** Type 328, specially fitted winding glass windows, giving drop head coupe comfort and in outstanding condition throughout, new tyres, reconditioned gear box, etc.; sensible offers.—Fin, 1598. [C9066]

**£245**—Frazier Nash-B.M.W. Type 40 1½-litre 2-door sports saloon in outstanding condition throughout, late property of enthusiast, without doubt the finest example available; £100 down.—Biny Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C9024]

**Frazier Nash-B.M.W. Cars Wanted**

**FRAZER NASH-B.M.W.** coupe or saloon, immediate cash.—Caws, Leicester 66007. [C9067]

**BARTLETT** will pay more for Frazier Nash-B.M.W. cars.—27a, Pembroke Villas, W.11. [W1013]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Frazier Nash-B.M.W.—Hamstead (Tube), W.5 Ham 6041. [W4018/R]

**1937** Frazier Nash-B.M.W. required, condition immaculate, immediate payment for reasonably priced car or 1947 Citroën offered in exchange.—24, Park Hill, Birmingham, 13, South 1215. [C9016]

## HEALEY

CHARLES FOLLETT, Ltd., offer:—

**1948** Healey Elliott saloon, finished grey, one owner only since new, serviced, very fast; £795.—18 Berkeley St., W.1. Mayfair 6266.

**O**YARD off Elgin Ave., W.9. Cunningham 5956. [C9010]

**BROOKLANDS**, sole concessionaires Healey, "still the world's fastest 4-seater saloon."

**1953** Healey 3-litre convertible 3-seater.

**1952** Healey Tickford saloon, 9,600 miles, heater.

**1951** Healey Tickford saloon, one owner; radio.

**BUY** or sell your car at

**103** New Bond St., London, W.1. Mayfair 8351-6. [C9029]

**AGLAND & TABOR**, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2 offer.

**1951** Healey Alibon drop head coupe, champagne and beige hood, beige leather upholstery, heater, radio, speedo reading 15,000 miles, one fastidious owner, in immaculate order; £1,250.

**1952** Healey Tickford saloon, F type chassis, bronze, red leather upholstery, heater, radio, literally as new throughout; £1,495. [C9001]

**1948** Healey Duncan drop head coupe, metallic green, beige leather upholstery, a very pretty car in excellent order; £795.

**BARTLETT**—Healey 1046 Duncan saloon, wireless, heater, etc.; £725.—27a, Pembroke Villas, W.11. [C9013]

**GUY ALFREDS & Co. Ltd.**—1948 Healey Duncan special, fine order.—6-7, Warren St., W.1. Euston 3268. [C9006]

**£850**—Healey sports saloon, 1948, modified A type chassis, first registered 1952, engine 3,000 miles, cream and red hide, 100% in every respect.

**TIMMS MOTORS**, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C9080]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**HEALEY**  
1950 Healey Silverstone, mileage 8,000, one owner, in excellent condition.—Anthony Crook Motors, Ltd., Caterham 2232. [C1065]

1948 Healey Duncan saloon; £695.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

**Healey Cars Wanted**  
GUY SALMON AUTOMOBILES  
PURCHASE Healey—Portsmouth Rd., Dilton, Emberbrook 5551-2-3. [W4001]

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018]

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembroke Villas, W.11. [W1013]

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2, urgently require Healey cars, all models. [W1001]

**HILLMAN 10**  
DICKS.  
1940 Hillman Minx saloon, very well kept; £295.  
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

**CAR MART LTD.**  
1952 Hillman Minx Phase V saloon, radio, heater, 4,000 miles; £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039]

ELITE MOTORS offer:—  
1939 Hillman Minx foursome drop head coupe, re-upholstered in black; £325.  
1947 Hillman Minx 4-door de luxe saloon, grey, blue, faultless mechanically, very clean coachwork; £399.  
1948 Hillman Minx Phase II foursome drop head coupe, grey, blue leather upholstery, very attractive appearance, now being decarbonised; £465.  
ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

**KAR SALES OF EGHAM offer:—**  
1950 Hillman Mark VI, immaculate; £565.—High St., Egham 5131/2. [C2056A]

PHILIP RICKARDS, Ltd., offer:—  
1953 Hillman Minx saloon, Mark VI, black/red, 165 miles only; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

**KAR SALES OF EGHAM offer:—**  
1936 Hillman 10 saloon, bargain; £180.—High St., Egham 5131/2. [C2056A]

**WARWICK WRIGHT, Ltd. offer:—**  
1952 Hillman Minx Mark V convertible coupe, black, heater, 3,000 miles; £745.  
1952 Hillman Minx Mark IV saloon, green, 9,000 miles; £675.  
1952 Hillman Minx Mark IV convertible coupe, heater black, 14,000 miles; £685.  
1952 Hillman Mark V estate car, Morland grey, heater, 11,000 miles; £795.  
1952 Hillman Minx Mark V saloon, claret, 6,000 miles; £725.  
WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [C4045]

**MEBES & MEBES, Ltd. (Est. 1893), offer:—**  
1948 Hillman 10hp drop head foursome coupe, slate grey, leather upholstery to match, 20,000 miles, carefully used by one owner since new; £515.—The Broadway, Mill Hill, N.W.7, Tel. Mill 2040. [C3012]

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—**  
PHASE IV Hillman Minx, late 1950 specimen motor car; £545.  
MARLBOROUGH Works, Kenton, Tel. Wordsworth 5656 and 5658. [C1008]

1938 Hillman 10 saloon, black, immaculate condition; £250.—Below.  
1939 Hillman 10 saloon; £265; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 3536. [C3043]

£250.—Hillman 10 1939 d/h coupe, just rebored, excellent throughout; many others.  
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1939 Hillman Minx de luxe saloon, in very nice condition, taxed; £285.—Below.  
1947 Hillman Minx de luxe saloon, one owner, in excellent condition, taxed; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1946 Hillman Minx drop head coupe, grey/blue leather, excellent condition; £375.  
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

1951 Hillman Minx drop head coupe, one owner, black, red leather, 12,000 miles.  
RIPCO, Ltd. (Hillmans purchased) 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052]

1946 Hillman Minx saloon, excellent engine, wire-ies; £325.—Shand, Flaxman 8242. [3006]

1952 model Minx Phase V saloon green/beige leather, one owner; 14,000 miles; heater; £645.  
CLARKE & SIMPSON, Ltd., 73/79, Cadogan Lane, S.W.1. Sloane 4727. [C1048]

**HILLMAN 10**  
KAR SALES OF EGHAM offer:—  
1939 Hillman Minx, bargain at £295.—High St., Egham 5131/2. [C2056A]

1952 Hillman Minx convertible, 10,000 miles; £695.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [C3045/1]

1952 Hillman Minx Mk. V sal., 3,700 miles, grey, rad./htr., etc.; £735.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [C3045]

1939 Hillman Minx, black/brown leather, good condition including tyres; £220 or £110 down and terms.—7, Radcliffe Rd., Croydon 1503. [C2041]

1952 Hillman Minx convertible, 6,000 miles, blue; £675.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014]

HILLMAN Minx Mark IV 1951 saloon, grey, red leather, heater, exceptionally good condition; £395.—Beardmore, 38, Queensway, W.2. Baywater 0136. [C3015]

1953 very latest model Minx saloon, blue, 1,000 miles; trade and part exchange, enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4489. [C3016]

1950 (Sept.) Hillman, Phase 4, carefully maintained reasonable mileage, one owner, wire-ies; £515 or nearest offer.—St. Thomas's Court, Amminster 2126. [3010]

1939 Hillman Minx saloon, black completely overhauled, excellent condition; £240, exchanges, terms.—Primers, 55, York St., Twickenham. Popes 1890/7087. [C3034]

675ms.—Hillman Minx, 1952, Phase V saloon, black, fawn upholstery, one careful owner, 7,690 miles, good tyres, nearly new condition; terms; exchanges.—Rowland Smith, below.

295ms.—Hillman Minx, late 1941 de luxe saloon, black, sliding head, blue leather, good tyres, excellent condition; taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4013]

ARCHIE SIMONS & Co., Ltd.—1939 Hillman Minx drop head coupe, colour maroon, leather upholstery to match, factory reconditioned engine recently fitted, an excellent and very attractive car; £285.—94, Gt. Portland St., W.1. Leam 1345. [C3013]

**HILLMAN 17**  
DELIGHTFUL 1937 Hillman 17 drop head foursome coupe, superb condition throughout, fitted new P.V. radio and numerous extras, taxed December; £285.—Brookside Motors, 102, High Rd., Uxbridge, Tel. 184 10 a.m. to 7 p.m. [C1030]

**HILLMAN MISCELLANEOUS**  
£245.—1939 Hillman 14 saloon, super de luxe model with independent front suspension, roomy five-seater car with an economical but lively performance.  
£345.—Hillman Minx de luxe saloon, January, 1946, original maker's cellulose in black, a bright and attractive looking car, sound mechanically with good tyres; also choice of two Phase II saloons, 1948 one grey, one black.  
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

**Hillman Cars Wanted**  
C  
M  
THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434. 10871/R

R  
S  
ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Hillman.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

R  
ROOTES, Ltd.,  
DISTRIBUTORS,  
REQUIRE modern low-mileage Hillman cars.  
BIRMINGHAM.—Lower Temple St. (Central 8411.)  
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)  
MIDSTONE.—(Maidstone 3333.)  
CANTERBURY.—(Canterbury 3252.)  
ROCHESTER.—(Chatham 2251.)  
WROTHAM Heath.—(Borough Green 4.)  
R  
ROOTES, Ltd., Deanshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R]

SLOCUMBER, Ltd. Willesden 4869  
WE wish to purchase clean and genuine Hillman cars.—38-52, Dudden Hill Lane N.W.10. [W4017]

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0806/R]

WANTED, 1949/51 Hillman Minx saloon; no dealers. Particulars to J. Chapman, 6, Green Park, Cambridge. [W5055]

C. A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Hillman Minx.—May 3051. [W3043]

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/N]

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—S. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 4631. [0552/R]

**Hillman Cars Wanted**  
£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

WHY accept less for your Hillman Minx (1948 preferred) or Estate car, when you get its full market value from Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway N.W.2. Gladstone 2234. [W2003]

**Hillman Spares and Service**  
NORMAND, Ltd.  
THE best service ensures a longer car life.  
BRING your car to 405-9, King St., W.6. Riv. 5665. [0253]

LONDON & COUNTIES MOTOR MART, Ltd.  
HILLMAN repair specialist (30 years), well-equipped works servicing, rebores and complete overhauls, spare parts stocked.—79-91, New King's Rd., Fulham, S.W.5. Renown 1183. [0676/R]

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R]

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 195-7, Longbridge Rd., Barking. Tel. Hippieys 1285. [0438/R]

**HISPANO-SUIZA**  
ACRES offer:  
1937 Hispano-Suiza, recently fitted with 2-door coupe body, this magnificent vehicle is in spotless condition throughout, the chassis being in amazing condition, excellent tyres and battery, must be seen to be believed, first £395 secure.  
CHES AVIATION, Ltd., 156 Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**Hispano-Suiza Spares and Service**  
HISPANO spares and all repairs, 43, Brand, 47, Tamworth Rd., Croydon, Cro 1742. [7544]

**HOTCHKISS**  
BARTLETT.—Hotchkiss 90mph Paris/Nice sports car, recently reconditioned; £325.—27a, Penbridge Villas, W.11. [C1015]

1938 (show model delivered Nov. 1937) Hotchkiss Paris-Nice short chassis full 4-seater Biarritz cabriolet metallic blue, fawn leather, first-class mechanical condition, most attractive and modern appearance, excellent history; £525, many others, changes, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055]

**H.R.G.**  
H.R.G. 1950 1500 sports, excellent condition; a/r trial or inspection; £650 or near offer.—Limes, 25, Watford Rd., Kines Norton, Birmingham, Tel. Kin 2827. [13063]

H.R.G. ENGINEERING Co., Ltd., for makers spares, repairs and service; works reconditioned cars a/r available.—Oakcroft Rd., Tolworth, Surbiton, Surrey, Elmbridge 4489. [0870]

**H.R.G. Cars Wanted**  
REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

**H.R.G. Spares and Service**  
CHARLES POLLETT, Ltd., have a large stock of spares  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266  
SPARE parts  
SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 9336-7-8. [0594/R]

**HUDSON**  
DICKS  
1939 Hudson 17 saloon steering gear change, £350.—Below.  
HUDSON 29hp drop head coupe, much above average for year; £150.  
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

TAYLOR & CRAWLEY offer:—  
1949 Hudson Commodore r.h.d. sedan, black, radio, heater covers, £1,275.  
1939 Hudson 17hp Club coupe, black, brown leather, radio, complete engine overhaul; £575, ex-48, Kensington Court, W.8. Western 6015. [C4036]

1936 Hudson 22hp saloon, leather upholstery, sun roof, in remarkably fine condition; £175.  
C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061]

HUDSON Terraplane saloon 16hp, late '36, two owners, ex. cond., bargain; £135.—Daytime, Malden 4894. [15174]

£175.—1938 Hudson 17hp saloon, reasonable condition, good for many thousands of miles.—Major J. P. Barber, 10, Sussex Mews East London W.2. Pad. 8639. [15113]

**Hudson Spares and Service**  
MANCHESTER.—Hudson spares and repairs  
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874/5. [0861/R]

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361-7.  
WILLIAM ARNOLD Ltd Upper Brook St. Manchester, 13. [0516/R]

SPINKS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service; quote chassis number.—15-101, Heath Rd., Twickenham, Tel. Pogegrove 1035-6-7. Telegrams: Spinks, Twickenham [0568 P]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- RAYMOND WAY.**  
RAYMOND WAY of Kilburn.  
RAYMOND WAY, the hire purchase specialists.
- 1951** Humber Hawk saloon, one owner, 12,000 miles, immaculate throughout, choice of 2; 750gns.  
HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.  
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. Haida Vale 6060; connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). (C4047)
- CAR MART, LTD.**  
**1952** Humber Super Snipe saloon, heater, 6,000 miles; £1,125.  
**1949** Humber Super Snipe saloon, radio, guaranteed; £625.—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. (C1089)
- TOM GARNER, Ltd., offer:—**  
**1951** Humber Hawk Mark IV saloon, black with red leather, heater, radio, loose covers, many extras, 5,000 miles only; £895.  
**1952** Humber Pullman Mark III 7-passenger limousine, black with leather and cloth upholstery, heater, 2,000 miles only; £1,795.  
**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C4030)**
- GLANFIELD LAWRENCE offer:—**  
**1948** (Dec.) Humber Hawk saloon, green, one owner, heater, very nice throughout; £1,125.—407, High Rd., W.12, Finchley 0091. (C2053)
- WARWICK WRIGHT, Ltd., offer:—**  
**1952** Humber Pullman limousine, black, 11,000 miles; £1,495.  
**1951** Humber Hawk saloon, blue, heater, 9,000 miles; £895.  
**1952** Humber Hawk saloon, black, heater, 8,000 miles; £1,025.  
**1952** Humber Super Snipe touring limousine, heater, black, 1,000 miles; £1,525.  
**1952** Humber Super Snipe saloon, black, 4,000 miles; £1,125.  
**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)**
- GUY SALMON AUTOMOBILES offer:—**  
**1951** Humber Super Snipe saloon, fawn/brown leather, radio, heater and screen washers, one owner, moderate mileage, in most immaculate condition; £865.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)
- HENDON CENTRAL GARAGE, Ltd., offer:—**  
**1950**—51 Humber Hawk saloon, fitted radio, heater, loose covers and taxed year and in immaculate condition throughout; £750.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. (C2034)
- AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—**  
**1949** Humber Super Snipe, black, brown leather, radio heater, absolutely immaculate, one owner; £650.  
**MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 5656 and 5658. (C1006)**
- A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481-2, offer:—**  
**1951** Humber Super Snipe saloon, black, beige leather, low mileage, heater, superb order; £875. (C1001)
- 1951** Humber Hawk, 16,000 miles, heater, loose covers, black, very nice; £750.—Foster's Bantock Car Sales, 104, High Rd., Chiswick, W.4, Chiswick 2725/5870. (C1014)
- 1948** one-owner Humber Super Snipe, 15,000 genuine miles, first-class condition, loose covers; £675 or nearest offer.—Manager, Bell Hotel, Sauxmudham, Suffolk, Tel. 4. (C3092)
- 1949** Humber Pullman limousine, excellent condition throughout, privately owned; £1,145.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1, Tel. Euston 5228 (5 lines). (C1050)
- 1950** (August) Humber Hawk saloon, black, brown leather, heater, taxed year, 12,000 miles only, one owner; £765.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (C3011)
- 1946** 7 Humber Super Snipe saloon, black/brown leather, very smart and excellent order throughout; £395.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)
- CAMDEN MOTORS—Humber Pullman limousine, 1946, an immaculate example of this post-war series, genuine one owner car since new, taxed privately with a genuine moderate mileage, coachwork and interior superbly maintained and the whole car almost equal to new; £695.**  
**CAMDEN MOTORS—Humber Pullman limousine, July 1947, another one owner car with similar history to above, 27,000 recorded miles, definitely looks less, superb condition; £745.**  
**CAMDEN MOTORS—Humber Pullman Phase II limousine, 1950, purchased direct from wealthy country family, fitted radio, heater and special tailored loose covers to all seats, including occasional, an immaculate car, chauffeur maintained and driven; £1,195.**  
**CAMDEN MOTORS—Humber Hawk saloon, October, 1951, a one-owner car, latest 2½-litre engine, de luxe leather interior, noticeable mileage and practically as brand new throughout; £750.**  
**CAMDEN MOTORS—Humber Super Snipe very scarce Tickford drop head four-seater, June 1950, an immaculate and very luxurious car in most outstanding order, coachwork unblemished with rich leather upholstery, three-position hood heater, etc., genuine one-owner car; £845.**  
**CAMDEN MOTORS—Humber Super Snipe saloon, August, 1949, another specimen in immaculate order throughout, privately owned, low mileage; £645.**  
**CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2061. Open till 8 p.m. Write for catalogue. (C1085)**
- COOMBS & SONS (GUILDFORD), Ltd., offer:—**  
**1951** Humber Super Snipe, radio and heater, bronze with red leather; £950.  
**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62807-8-9. (C1097)**
- 1951** Humber Imperial 7/8-seater saloon, without division, bottle green, fawn leather, genuine 8,000 miles, fitted with many extras, superb condition; £1,275.—Robbins, East Putney, Tel. 4561. (C3016)
- 1952** Humber Pullman Tickford de luxe estate vehicle, 15,000 miles, green, natural, one owner, radio, heater, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3558. (C4029)
- 95 gns.—Humber 16/60 1934 saloon, blue, blue leather, two spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)**
- HUMBER Super Snipe for sale, almond green, 1952 model, reg. 22-9/52, one owner, mileage 13,461, heater, link mats, nylon covers, maintained by Humber distributors throughout; illness reason for sale; no reasonable offer refused; car in showroom condition.—Hughes, Beehive, Lantfair-Careerion, Near Welshpool, 5546.**
- A & S** 1948 Pullman, partition, 7-forward, black, mileage 40,000, original private owner, bargain value.  
**LIMOUSINE, 1950, partition, forward occasional, leather throughout, heater, radio; £1,005.**  
**LIMOUSINE, 1951, partition, forward occasional, leather throughout, radio, heater, 20,000, opportunity, reasonable cost, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)**
- Humber Cars Wanted**
- C**  
**M**  
**THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1, Euston 1212. (0872/R)**
- R**  
**ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars. BIRMINGHAM.—Lower Temple St. (Central 8411.) MANCHESTER.—129, Deansgate, (Blackfriars 6677.) MAIDSTONE.—(Maidstone 3535.) CANTERBURY.—(Canterbury 3258.) ROCHESTER.—(Chatham 2251.) WROTHAM Heath.—(Borough Green 4.) ROUTES, Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 5401. (0106/R)**
- R**  
**ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber, Hampstead (Tube), N.W.3, Ham, 6041. (W4018/R)**
- HUMBER in good condition, for cash.—Tel. Valentine 2096 or 4674. (W2018)**
- PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Vigilant 1121. (W3044/R)**
- WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 293 (0810/R)**
- 1949** 51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4251. (0830/R)
- 7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)**
- BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0096/R)**
- CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46381. (0553/R)**
- Humber Spares and Service**  
**DE NORMANVILLE garage boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. (0780/R)**
- THE Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories. (0390/R)**
- INVICTA**  
**1946** Invicta saloon; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1, Tel. Euston 5228 (5 lines). (C1050)
- JAGUAR**  
**L**  
**LAMBS for Jaguars.**  
**£899** (11)—1950 Mark V Jaguar saloon de luxe, magnificent condition, speedometer reads 18,000, whole vehicle like brand new.—Below.  
**£666** (11)—1948-9 Jaguar 3½ drop head coupe, fitted discs, heater, windscreen washer, etc., real speed.—Below.  
**£595** (11)—1948 Jaguar 3½ saloon, look at this vehicle, it's like brand new, open the doors, it's magnificent inside, drive it, it's 100%.—Below.  
**£595** (11)—1945 Jaguar 1½ de luxe saloon, genuine specimen condition car, faultless throughout, and only wants seeing.—Below.  
**£555** (11)—1947 Jaguar 1½ saloon, choice 2, in excellent condition.—Below.  
**£355** (11)—1953 Jaguar 1½ saloon, choice 2, both in very good condition similar to post-war vehicle, 3 months guarantee, hire purchase, exchanges.  
**LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). (C2052)**
- H**  
**HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors. SELECTION of all models at attractive prices.**  
**DEVONSHIRE HOUSE, Piccadilly, W.1. (Grosvenor 2267.)**  
**HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)**  
**DEPOTS at:—**  
**MANCHESTER (Blackfriars 7843).**  
**BRISTOL (Bristol 21326).**  
**BOURNEMOUTH (Bournemouth 6314).**  
**NORTHAMPTON (Northampton 907).**  
**CAMBERLEY (Camberley 77).**  
**HOUSLOW (Houslow 3454).**  
**FINCHLEY (Finchley 0081).**  
**GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.**  
**CAMDEN TOWN SERVICE STATION (Ovaliver 4143).**  
**HENLYS, Ltd., England's Leading Motor Agents. (0027/R)**
- BOON & PORTER, Ltd.**  
**1951** series Mark V 3½-litre, grey, one owner, chauffeur driven, almost unscratched; £925.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. (C1022)
- ELITE MOTORS offer:—**  
**1947** (October, '46) Jaguar 1½-litre special equipment sports saloon, black, brown, faultless coachwork and interior, exceptionally good mechanical condition, choice of two; £535.  
**ELITE MOTORS, 551/561, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2605)**
- RUSSELL MOTORS offer:—**  
**1947** 3½-litre Jaguar saloon, 47,600 miles only, radio and heater, one owner since new.  
**ANY trial or examination.**  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Tel. Sloane 9289. (C3060)**
- B. J. HUNTER, Ltd., offer:—**  
**1951** Jaguar Mk. VII saloon, one owner, low mileage, age, fitted radio and heater; £1,495.  
**J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (C2040)**
- ROBE & YOUNG, Ltd., offer:—**  
**1952** Jaguar Mark VII saloon, fitted radio, screen washer, loose covers, etc., 6,000 miles only, black; £1,625.  
**1951** Jaguar XK120, fitted H.M.V. radio, heater, wipers, low mileage, not raced, black; £1,005.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. (C3057)
- SLOCOMBES, Ltd., Willesden 4869.**  
**XK120 in green with green leather, 8,000 miles only and in faultless order, 1951; £1,160.**  
**M. T. D. DAWES will be pleased to handle your enquiry; we close at 7.30 p.m.—Slocombes Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)**
- SLOCOMBES, Ltd., Willesden 4869.**  
**1936** 2½-litre saloon in black with beige leather, running order throughout; £1,950; write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)
- 1950** Jaguar Mk. V saloon; £950.  
**GORDON CARS (LONDON), Ltd., 373 Euston Rd. N.W.1, Eus. 6611. (C2023)**
- H. A. SAUNDERS, Ltd., of Worcester.**  
**1949** Jaguar 3½-litre saloon, black with brown leather, very good condition throughout; £665.  
**AUSTIN House, Worcester, Tel. 2568. (C4005/1)**
- CHARLES FOLLETT, Ltd., offer:—**  
**1952** Jaguar Mark VII sal., black, beige leather, one owner, 8,000 miles only, superb condition, checked by makers; £1,825.  
**18, Berkeley St., W.1, Mayfair 6266.**  
**OFFICIAL Les-Francis Service Station, Barnsdale Yard, off Elin Ave. W.9, Cunningsham 5956. (C2610)**
- H. A. SAUNDERS, Ltd., of Worcester.**  
**1950** Jaguar Mk. V saloon, black with beige leather, very carefully maintained; £1,050.  
**AUSTIN House, Worcester, Tel. 2568. (C4005)**
- GUY SALMON AUTOMOBILES offer:—**  
**1951** Jaguar Mk. V, 3½-litre drop head coupe, 11,000 miles, radio and heater, stone/red leather, immaculate example of this rare model; £1,255.  
**1949** Jaguar Mk. V saloon, genuine 15,000 miles from new, one owner, grey, grey leather, just fitted all new tyres, an outstandingly good example; £885.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)
- HENDON CENTRAL GARAGE, Ltd., offer:—**  
**1947** Jaguar 3½-litre saloon, good condition throughout; going at bargain price of £495.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8064-5. (C2034)
- HENDON CENTRAL GARAGE, Ltd., offer:—**  
**1947** Jaguar 3½-litre saloon, immaculate condition throughout; £525.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8064-5. (C2034)



# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**COOMBS & SONS (GUILDFORD), Ltd., offer:—**

**1952** Jaguar XK120 coupe, left-hand drive, radio, in perfect condition throughout; £1,675.

**1951** Jaguar Mark VII, colour 3.5-litre with brown leather, mileage 9,000; £1,650.

**1950** Jaguar Mark V drop head coupe, colour black with brown leather, radio, heater, etc., mileage 9,000; £1,250.

**1950** Jaguar Mark V; £995.

**1946** Jaguar 3½-litre sal., grey and red leather; £495.

**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford.** (C1057)

**BROOKLANDS.**—Individuality, new and used cars.

**1952** Mark VII saloon, many extras.

**103** New Bond St., London, W.1. Mayfair 8551-6.

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." (C1029)

**1950** 2½-litre 18,000 miles, as new; £895.—Mansfield Autos, Euston 2587. (C3001)

**1947**—Jaguar 3½-litre black saloon, splendid condition; £575.—Guildford 3642. (C2972)

**1950** Jaguar 3½, Mark V, black, red leather, radio, heater, perfect; £895.—Rav. 0687. (C2739)

**1951** Jaguar Mark V saloon, one owner, heater, outstanding condition throughout; £1,085.

**RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952.** (C3052)

**1938** 1½-litre saloon, good condition; £200.—Seven Slais, Bromley High St., Bow, E.3. Advance 4290. (C3115)

**JAGUAR (March, 1951) Mk. V. 17,700 genuine, black, red leather, perfect, any inspection; £975.** (C2971A)

**BEARDS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Kin. 3348.** (C0081R)

**BARTLETT.—Jaguar XK120, 1951, special modification, 1,100.—27a, Pembroke Villas, W.11, Bayswater 0523.** (C1013)

**1951** Jaguar Mark VII saloon in gunmetal with red upholstery, mechanically perfect, in superb condition; £1,450.

**GLOVERS OF RIPON, Ltd., Leeds Rd., Harrogate.** (C3164)

**1951** XK120, several extras, colour blue, not raced, one owner; £1,050.—Woking Motors (Maybury Hill), Ltd. Woking 1928. (C4057)

**1949** Mark V Jaguar 3½-litre saloon, new condition, also 1959 2½-litre saloon.—Autowork, Ltd., Winchester. Tel. 4834. (C1010)

**1938** Jaguar 1½ saloon in excellent condition throughout; tyres, £295.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

**£315**—Jaguar 3½ saloon, 1939 series, radio, very sound condition throughout; exchanges, terms, Fleet, 52, Lake St., Leighton Buzzard 2172. (C3190)

**CAMDEN MOTORS.—Jaguar Mark VII saloon, 1952 model, 12,000 recorded miles, all extras, radio, heater, loose seat covers, superb specimen; £1,595.**

**CAMDEN MOTORS.—Jaguar Mark V saloon, 3½-litre model, late 1950, probably the finest we have ever handled, immaculate appearance and in the finest mechanical order; extras; £945.**

**CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1949 full special equipment with radio and discs, faultlessly maintained; £595.**

**CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, good history, two owners, bills for recent engine overhaul, all new tyres; £545.**

**CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1948, fitted radio, heater, screenwash, seat covers, beautiful condition; £595.**

**CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1946, silver-grey, enthusiast owner, expertly maintained mechanically; discs; £495.**

**CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1958 (August) engine rebored Jan. 1953, conchwork and interior particularly good; £295.**

**CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1957, black/red leather, goes very well with terrific acceleration, bargain at £245.**

**CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1948, a one owner car since new, serviced and maintained by County Distributors, engine just de-combed, checked and serviced; £625.**

**CAMDEN MOTORS.—Jaguar special equipment saloon 1947, just resprayed in metallic bronze, superb appearance, engine de-combed and serviced, heater, discs, etc.; £545.**

**CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, identical model to the post-war series with narrow chromed waist-line and built-in heater, original metallic blue finish with fawn plush upholstery, very good order; £415.**

**CAMDEN MOTORS, Jaguar specialists, Leighton Buzzard Beds. Tel. 2041; open till 8 p.m.; write for catalogue.** (C1055)

**1951** Jaguar Mark 7, 18,000 miles, L.H.D.; £1,375.—(London) Car, (London) Ltd. 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

**1946** Jaguar 1½-litre, 26,000 miles (genuine), literally unmarked; £525.—Peter Hancock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2745/5870. (C1014)

**TANKARD & SMITH, Ltd., offer 1947 Jaguar 1½-litre special equipment saloon, black with red leather upholstery; £495.—97, Peckham Rd., London, S.E.15, Tel. Rodney 2051.** (C4025)

**1951** XK120 Jaguar, 10,000 miles only, fitted radio, heater, loose covers, latest modifications include twin exhaust system, latest clutch, high axle ratio (3.27:1); not raced, a specimen example of this famous car; £1,095; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 635. (C3118)

## JAGUAR

**LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507.** (C0591R)

**£325**—1959 3½-litre saloon, black, red leather, unmarked and literally as new inside and out, taxed December.—Derrington, 159-161, London Rd., Kingston. Kingston 5621-2. (C1071)

**£495**—Jaguar 2½-litre 1947 saloon, radio, heater, taxed December, one owner, chauffeur maintained. Immaculate.—Bruce France, 8a, Cromwell Mews, South Kensington, W.8. 0515. (C2014)

**COMPETITION model 100, 1958 3½, red with red interior, light grey hood and tonneau cover, practically as brand new, stored lengthy period.—Speedsters, Ltd., Horley 628. (See "Sports Cars" column.) (C4020)**

**JAGUAR Mk. VII, 1952, also Jaguar Mk. V, 1950, and exceptionally fine 1939 model; £1,685, £885 and £395.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. (C4024)**

**ROYS offer 1959 Jaguar 1½ sports saloon, £325; also 1959 3½ drop head four-seater coupe with many extras, £295; h.p. and exchange.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C5059)**

**1950** Jaguar Mark V, dove grey, mileage 26,000, good condition, Dunlop Fort tyres practically new, spare unused, taxed end year; £875.—J. Compton, Sons & Webb, Ltd., 404-422, Old Ford Rd., Bow, E.3. Advance 1961. (C2614)

**JACK ROSE, Ltd., offer 1951 series Mark V 3½-litre saloon in black, almost unmarked, open to R.A.C. examination; accept £965; also 1948 1½ in gunmetal, radio and heater, interior spotless, accept £535.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)**

**1949** Jaguar 3½-litre special equipment saloon, specially tuned for petrol economy with this car will average a genuine 22.24 mpg with a terrific performance, fitted heater, Ace discs, 3 pass lamps, etc., finished in gunmetal, a really excellent example; £595.

**MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)**

## Jaguar Cars Wanted

**THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5434. (0873/R)**

**ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)**

**GUY SALMON AUTOMOBILES**

**PURCHASE JAGUAR.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (W4001)**

**COOMBS & SONS (GUILDFORD), Ltd.**

**URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 82307. (0234/R)**

**SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.**

**MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631/2/5. (W4002/R)**

**JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. (W2018)**

**BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. (W1013)**

**XK120 wanted in good condition for cash.—Valentine 2098 or 4674. (W2018)**

**WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. (0814/R)**

**MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0180/R)**

**WANTED, crashed or damaged XK120, Mk. V or Mk. VII.—D.V.B., Ltd., 562, Anlaby Rd., Hull. (5072)**

**WANTED, all post-war models of Jaguar.—Beardmore, 26, Queensway, W.2. Bayswater 0130. (W1015)**

**PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841: or—**

**107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W5041)**

**COMPETITION 100 and other types of Jaguar wanted at Rudds, Central Station Approach, Worthing 4655. (W102)**

**1948-49 Jaguar 2½-litre saloon required, under 2,500 miles.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wadlow 2643. (W2057)**

**XK120 wanted urgently, must be low mileage and in good condition, private buyer.—Letters to 60, Warren Drive, Wallasey, Cheshire. (5110)**

## Jaguar Spares and Service

**HENLYS, Ltd.,**

**ENGLAND'S Largest Jaguar Service Station**

**GREAT West Rd., Brentford. (Ealing 5477.)**

**SPARES and replacement engines for all models from 1938.**

**AND 4, Manchester, Cheetham Hill Rd., Deansgate 6218-7.**

**QUICK completion of repairs. (0565/R)**

**SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.**

**FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.15. Palmers Green 3631/2/5. (84002/R)**

**REPAIRS.—Reconditioned guaranteed gear boxes, shock absorbers, parts.—10, Winchester Mews, N.W.3. Prim. 6159. (0139)**

**PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., South, Tel. 22394. (0430/R)**

## Jaguar Spares and Service

**LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0528/R)**

**WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. (0719/R)**

## JEEP

**JEEPSTER station wagon, 1948, all-steel body, over-drive, £525.—Wick Autos, Kingston 6248. (2597)**

**£110**—buys a special bargain.—See Metamet, famous for 12 conversions.—38B, Beilise Lane, N.W.3. Hampstead 8251. (0527/R)

**JEEPS!!** Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. (C1010)

**JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities, 24-hour service.**

**MOTORCRAFT GARAGES, Station Approach, Qunersbury, W.4. Chiswick 3013-0621. (0241R)**

**JEEPS, right or L.H. range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4718).**

**WILLYS KNIGHT Jeep, unregistered, a Metamet "5-in-1" model, approximately 2,000 miles since reconditioning, 5 tyres as new, original cost £435; will accept £265.—Bus Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) (C1143)**

**UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 6641. (0035/R)**

**165** gns.—Jeep (Ford), registered August, 1949, board space when, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Howard Smith, Hampstead (Hampstead Tube), Hampstead 6641. (C4018)

**MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or Government.—30, Cadogan Lane, London, S.W.6. Sloane 4732, 4728. (C5066)**

## Jeeps Wanted

**STANDARD Jeep in sound mechanical condition required.—29, Ranelagh Gardens, S.W.13. (3176)**

**ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jeep.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)**

**Jeeps Spares and Service**

**100% Jeep firm, all spares by return or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) (0566/R)**

**HANDBRAKE conversion (internal type), complete; £12-15; prevents prosecutions; all other Jeep spares.—Wick Autos, Hampton Wick, Kin. 4718. (C4018)**

## JENSEN

**BROOKLANDS: Individuality, new and used cars.**

**1953** Jensen Interceptor saloon and cabriolet.

**BUY or sell your car at**

**103** New Bond St., London, W.1. Mayfair 8551-6. (C1029)

## JOWETT

**NEWHAMS, Ltd.**

**1952** Jowett Javelin de luxe saloon, grey with red, £795.

**NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3021)**

**CLARKE'S OF PIRBRIGHT,**

**DISTRIBUTORS: Day and night service in Guildford Woking and Aldershot area.**

**GUARANTEED used Jowett products:—**

**1949** Javelin de luxe saloon; £550.

**1950** Javelin standard saloon; £550.

**CLARKE'S OF PIRBRIGHT, Surrey.**

**BROOKWOOD 2201-2. (C1049)**

**TOM GARNER, Ltd., offer:—**

**1952** Jowett Jupiter 1½-litre Mark I convertible, copper bronze with brown upholstery, heater, 7,000 miles only; £795.

**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)**

**WARWICK WRIGHT, Ltd. offer:—**

**1951** (Dec.) Jowett Javelin saloon, maroon, 9,000 miles; £795.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)**

**RICHARDS & CARR always best value.**

**JAVELIN 1952 de luxe, 11,000 miles, superb throughout; £775.**

**JUPITER, 1952 (October), green, almost new condition; £775.**

**35**—Kilnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

**KAR SALES OF SOUTH HARROW offer:—**

**1950** Jowett Javelin de luxe, extras, £625.—50-56, Northolt Rd., South Harrow. (C2094)

**1952** Jowett Jupiter 2-seater green; £795.

**GORDON CARS (LONDON), Ltd., 375 Euston Rd., N.W.1. Eus. 6611. (C2024)**

**1952** Jowett Jupiter convertible, fitted Series III engine, 1955, many extras; £775, no offers.—Box 7245. (8005)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JOWETT

**JUPITER** Mark I convertible, fitted Series III engine; £625. Below.

**JAVELIN** de luxe and standard saloon, ex-stock.

**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4055)

**GODFREYS, Ltd.** Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

**GODFREYS, Ltd.**, 229-234, London Rd., Croydon, C. 5641-2. (0463/R)

**BARTLETT, Jupiter**, 1952, 90mph sports 2-seater, radio, heater; £750.—27a, Penbridge Villas, W.11. (C1015)

**1951** Javelin de luxe, turquoise blue, first-class condition one owner; £675.—Bowman's Garage, Weybridge 1265. (C1035)

**JOWETT and Javelin** main agents, spares and specialised service. Collier-Fisher, Ltd., Northwood, Middx., Tel. 777 (4 lines). (0422/R)

**1952** Jowett Javelin saloon, 14,000 miles only; £745; 5 months' written guarantee.—Brown's Garage, Loughborough (Essex) 4119 (Tube). (C1034)

**CASSER MOTOR MART**—1950 series Javelin saloon, heater, radio, excellent condition; £575; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

**1935** saloon, £95; 1938 saloon, £185; Bradford 4-light, £285.—Royal Forest Garage, Chingford, E.4. Silverthorn 2200. The Jowett Pioneer, 1519

**1951** model Jowett Javelin de luxe saloon, mounted to 1953 standard with solid tappets, finished in maroon, in excellent condition, one owner; £675. B.W.7, Kensington 2469. (C1063)

**JOWETT enthusiasts' Javelin** de luxe 1951 model (Dec. one owner), maroon, very carefully maintained, 26,500 one owner; £650.—Vautier, Lambeth Hospital, S.E.11. Reliance 5804. (C1061)

**COOTER & GREEN, Jowett Main Agents—Javelin** and Bradford spares and repairs, sales and service.—Eden Park Garage 485, Upper Elmers End Rd. Beckenham Kent. Tel. Beckenham 2565. (0302/R)

**1950** (April) Javelin de luxe saloon, in most immaculate condition, black with brown leather interior, engine reconditioned and requires running-in, a really superb example, fitted heater, all new tyres, taxed; £575.

**MALDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

**1951** Javelin de luxe saloon, 12,000 miles only, spare unused, heater, H.M.V. radio, black, brown leather, chauffeur kept, immaculate; £695; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom, Tel. Epsom 635. (C3119)

**1952** (May) Jowett Jupiter, all latest modifications, high compression engine, twin exhaust, finished in silver grey, fitted with numerous extras, in first-class condition, and mileage 2469.—Wilkinson, 68, Billing Rd., Northampton. (C3019)

**JOWETT Javelin, Jupiter and Bradford**—Full range of new and guaranteed used models on view at Jowett Sales, 7/9, Russell Parade, Golders Green Rd., London, N.W.11, Speedwell 9761 (10 lines). Gordon Cars (London, N.W.), the London Distributors. (0154)

**£595**!!! 1950 model (and registered) Jowett Javelin de luxe saloon with leather upholstery, but in heater and walnut facia, lower mileage than average and in extremely good all-round condition; also choice of three 1952 de luxe saloons, all under 10,000 miles.

**DAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1055)

**1952** Jupiter, fitted both radio and heater and taxed for year, in absolutely immaculate and as new condition, low mileage and faultless throughout, £785; h.b. can be arranged or part exchange, any make saloon in excellent condition.—Gordon Mackintosh, 80, Kinsbury Road, London, N.W.9, Col. 7542, (3041)

**425**gns.—Jowett Bradford, November, 1951, utility de luxe, Catalina tan chromium-plated fittings, sliding glass side windows, one careful owner, 15,000 miles, good tyres, exceptional condition, taxed, cost £725; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Jowett Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. (0874/R)

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**JAVELIN** in good condition for cash.—Tel. Valentine 2098 or 4674. (W2014)

**WANTED**, Javelin saloon or Jupiter, about 1952, immediate cash.—Caws, Leicester 66007. (3066)

**JUPITER** wanted.—Richards & Carr, 35, Kinnerton St. Wilton Place, London, S.W.1. Sloane 5424. (W3045)

**£750** cash waiting for best Jowett or similar car offered.—54, Streatham Hill S.W.2. Fulse Hill 2676. (W3016)

## Jowett Spares and Service

**MILESTONES (SERVICE GARAGE)**, Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629, 308, Erith Rd., Berkeley Heath. (0571/R)

**KINGSTON-ON-THAMES**—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.

**G. W. WILKIN, Ltd.**, 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. (S4053/R)

**COLLIER-FISHER, Ltd.**, excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

**NORTHWOOD**, Middx., Tel. 777 (4 lines). (0009/R)

**BIRMINGHAM** main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot Steward St., Birmingham, 18. Edg. 0916. (0549)

## Jowett Spares and Service

**BUNTING'S MOTOR EXCHANGE** offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225. (0073/R)

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience, spares and service. (0759/R)

**MOTORING to London?** Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Est'd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. (0167/R)

## LAGONDA

**H. W. MOTORS, Ltd.**, offer:—

**1938** Lagonda V12 medium chassis drop head coupe, finished black with red leather upholstery and beige mohair hood, this car has been the property of one discerning owner since new, complete works service history is available, the condition of this vehicle is original and exceptional in every respect, total mileage 48,000, total mileage with latest type Sandillon II engine 16,000; £865.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

**KAR SALES OF EGHAM** offer:—

**1932** Lagonda 15 drop head coupe, in exceptional condition; £195.—High St., Egham 3131-2. (C2056A)

**WARWICK WRIGHT, Ltd.**, offer:—

**1952** Lagonda 2.6-litre drop head coupe, grey, 4,000 miles; £2,250.

**WALTON & CO. W.1.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**GUY SALMON AUTOMOBILES**, offer:—

**1952** (September) Lagonda 2.6-litre coupe, 500 miles, blue and red leather, as brand new vehicle with full maker's guarantee; £2,250.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. (C4001)

**BROOKLANDS: Lagonda distributors, latest models**

**1951** Lagonda 2.6-litre D.H. coupe, radio.

**1951** Lagonda 2.6-litre saloon, mileage 19,000

**BUY or sell your car at**

**103**, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

**1935** 6 Lagonda 3½-litre sports saloon, very fast; £295.

**1939** Lagonda 12-cylinder special sports saloon by James Young, elaborately fitted top cabinet complete recent overhaul, all new tyres, battleship grey, lavishly equipped; £695.

**METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.7. Fulse Hill 5471. (C1046)

**11** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars"

**DAVIES MOTORS, Ltd.** (managing director, J. F. Davies, 20 years service manager to Lagonda, Ltd.)

**1937** 4½-litre L.G.45 saloon, L.G.6 engine, complete overhaul by manufacturer, radio, heater.

**1937** 4½-litre L.G.45 drop head coupe, exceptional condition throughout, disc, heater.

**1939** V.12 Rapide coupe, radio, heater, exceptional condition throughout.

**1940** V.12 sports saloon, one owner, 18,000 miles only since new, Sandillon II engine fitted by manufacturer, radio, disc.

**FURTHER** particulars of these and other models now in course of preparation; any make taken in part exchange.

**WE** shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

**DAVIES MOTORS, Ltd.**, 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. (C1066)

**LAGONDA 3½-litre pillarless saloon**, registered 1936, black, chromium, taxed; £220.—Wraybury 3212.

**PERFORMANCE CARS**, good selection, always available; written guarantee.—See under "Sports Cars."

**1932** 3-litre drop head coupe, black, over £600 spent in complete renovation in 1947 by Davies Motors, in really good condition.—Box 7165. (12925)

**1937** Lagonda 4½-litre L.C. 45 tourer, in superb condition, resprayed grey, full and half tonneau, new carpets, 60,000 miles; £550; near London.—Box 7257. (3108)

**LAGONDA LG6 saloon**, 1939, quite exceptionally fine car; £1,195.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 4334. (C4024)

**£375**!!!—1937 (April) 4½-litre sports saloon, centre gear change, new tyres, Ace discs, ride control, a lovely car in excellent order and capable of genuine 90mph.

**BRIAN FINGLAS, Bugatti Sales & Service**, 2, Penbridge Mews, Baywater, W.11. Baywater 3951. After 6, Tulse Hill 4755. (C2009)

**1936** (reg.) Lagonda 4½-litre tourer by Vanden Plas, good appearance, fast; £295; cash sale.—Southend, Smugglers Walk W. Worthing, Goring-by-Sea 42131. (C4027)

**1935** Lagonda 3½-litre pillarless saloon, black with red leather, carefully maintained and in excellent condition throughout, taxed; £250.—Peter Guest Ltd., Gaywood King's Lynn, Tel. 4129. (12997)

**LAGONDA Rapier** (1935) 2-seater special sports tourer for 1,100cc class, Wilson preselector 4-speed gear box, 45-litre copper tank, all in good condition; £225.—Guil, 10, Brigsteade, Whittlesley, nr. Peterborough, Tel. Wsey 2271. (3096)

## Lagonda Cars Wanted

**GUY SALMON AUTOMOBILES**

**PURCHASE** Lagonda—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. (W4001)

**PERFORMANCE CARS** urgently require Lagondas.—Great West Rd., Brentford, Middlesex, Ealing 8641; or

**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

## Lagonda Cars Wanted

**N.K. MOTORS** require Lagonda 4½-litre tourer—353 Finchley Rd. N.W.3. Hampstead 5712. (C1952)

**2**—Lagonda or open 4½ in any condition if price reasonable.—C. Arnold, 8, Homestead Way, Northampton, Tel. 51001. (2706)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lagonda.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Lagonda Spares and Service

**DAVIES MOTORS, Ltd.** (managing director J. F. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

**273**, London Rd., Staines, Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. (S1060)

## LANCHESTER

**HENDON CENTRAL GARAGE, Ltd.** offer:—

**1937** Lanchester Roadrider saloon, taxed year, bargain at £295.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 804-5. (C2054)

**STRATSTONE, Ltd.**, Lanchester distributors.

**LANCHESTER 14hp** de luxe saloon (reg. 1949) blue with beige leather, heater, maintained in excellent condition; £795.

**STRATSTONE, 40, Berkeley St., W.1.** (Mayfair 4404); service 7, Herbrand St., Russell Sq., W.C.1. (Tel. minus 7464). (C4022)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1949** Lanchester, colour black with Bedford cord upholstery, mileage 7,000; £675.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Road, Guildford, Guildford 62907-8-9. (C1057)

**LANCHESTER 14hp saloon**, 1937, black, very nice condition; £225.—Gardner, 11, Whitehall Rd., Birmingham 11. (C3070)

**325**gns.—Lanchester II, 1939 model sports saloon, black, sliding head, red leather, preselector, Windtone horns, carefully used, excellent condition; £295.—Rowland Smith, below.

**195**gns.—Lanchester 10, 1936 model, de luxe saloon, pastel blue, sliding head, blue leather, preselector, unused spare, excellent condition; terms, exchanges.—Rowland Smith, below.

**125**gns.—Lanchester 10, 1935, de luxe saloon, black, maroon leather, preselector, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**ROY'S** offer 1939 type Lanchester 14 sports saloon, rare in class and condition, i.f.s., easy-clean wheels; £295; H.P. and exchanges.—Roya Automobiles, Ltd., 1297, Parkway, N.W.1. Euston 2700 and 8994. (C3069)

**1939-40 Lanchester 14 Roadrider saloon**, finished in unmarked black with brown leather interior, this car is in really excellent condition and must be seen to be appreciated; a genuine bargain at £325.

**MALDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

**1951** (November) Lanchester 10 Barker 4-light saloon, black, brown leather, an outstanding and immaculate one ownership car, thoroughly recommended with written guarantee; £825; terms, exchanges.—H. F. Edwards, 200, Gil, Portland St., London, W.1. Langham 0012. (C2003)

**£325**!!! Dear but worth 11—Lanchester 14, fitted magnificent semi razor-edged sports saloon bodywork with boot in rear. Look at this vehicle! It's magnificent, drive it, it's outstanding, no one looking at this vehicle or driving it could possibly believe it is actually 15 years old. The interior is like new and we consider it would be impossible to replace the vehicle or obtain another like it. Also choice of other Lanchesters 11s and 14s from £245; 5 months' guarantee; hire purchase exchanges.

**LAMB, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley, Underground). (C2052)

## Lanchester Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**H. F. EDWARDS** urgently require good Lanchester for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

## Lanchester Spares and Service

**PRESELECTOR** gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. (0416)

**REPAIRS**, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. (01015)

**ARCOT ENGINEERING, Ltd.**—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd. S.W.3. Kensington 7301. (0237/R)

**ALLEN'S**, Victoria Rise, Clapham, S.W.4, Lanchester spares and Daimler appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. (0642/R)

## LANCIA

**JOHN S. TRUSCOTT, Ltd.**, for Lancia.

**FIRST-CLASS** examples are becoming extremely scarce. We usually have the best available.

**SEE** Test Report "Autocar," 24th April, 1953.

**MANY** other makes; exchanges, deferred terms.

**JOHN S. TRUSCOTT, Ltd.**, 173, Westbourne Grove, W.11. Bay 4274. (C4067)

**LANCIA Augusta** good condition; £770. S. & S. Motors, 163a, Westbourne Grove, W.11. Bay 1644. (C4067)

**1935** Lancia Augusta saloon, recent extensive overhaul, in excellent condition; £185.—Hindhead Motor Works, Ltd. 663. (3151)

**1937** model Lancia Augusta, pillarless saloon, resprayed, one owner, till 1953, excellent condition; £215.—St. Albans 2050. (C4067)

**GUY ALFRED & Co., Ltd.**—Lancia 7-passenger enclosed limousine, privately owned, ideal hire work; £265.—6-7, Warren St., W.1. Euston 3268. (C1005)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LANCIA

**LANCIA** Augusta saloon, engine mechanically perfect, tyres, coachwork good, fast and economical: £235.—Cockle, 10, Lansdown Place, Bristol, (Tel. 35526).

**£545**!!! Lancia Aprilia pillarless saloon, 1959, probably the finest example of this rare and desirable model in the whole country, immaculately finished in pastel grey with red leather interior and in practically faultless mechanical order; bills are available for £130 consisting of mechanical reconditioning carried out during the past 10 months, including complete overhaul to engine, brakes, steering and suspension, all of which was carried out by Messrs. Lancia themselves; extras include H.M.V. radio, Andre Tele-control shock absorbers, Marchal reversing lamp and headlamps, etc.; this exceptional specimen is open to any examination by A.A. R.A.C. or other qualified engineer. Its performance is of the very highest order and can only be properly appreciated by a trial of the car itself.

**£395**!!! Lancia Aprilia pillarless saloon, late 1937, although of earlier manufacture than the above, this car has also been expertly maintained and is in truly exceptional order and of most attractive appearance in silver-grey with blue leather; its performance and general mechanical order cannot fail to delight the true Aprilia enthusiast.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m., write for catalogue, (C1035)

## Lancia Cars Wanted

**REQUIRED** 1937-38 saloon, reasonable price.—Tel. Ashstead 3540 after 6.30. (3069)

**PERFORMANCE CARS** urgently require Lancia.—Great West Rd., Brentford, Middlesex. Ealing 8841; or

**107**, New Cavendish St., Great Portland St. W.1. Museum 8221. (W5041)

**REQUIRED** immediately, good Lancia—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube) N.W.3. Ham. 6941. (W4018/R)

**KVILLI DAVIES & MARCH** Ltd., will buy second-hand Lancia Aprilia, 41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

**LANCIA**—John S. Truscott, Ltd., urgently require good examples for cash prices for cash or exchange.—173 Westbourne Grove, W.11. Bay. 4274. (W4035)

**PRIVATE** buyer requires excellent Lancia Astura (drop head or fixed head preferred).—D. Parker, Leigh Lodge, Higher Drive, Bantstead, Surrey. Ewell 1681. (W5122)

## Lancia Spares and Service

**LANCIA (ENGLAND)** Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by a staff of specialist mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alorton, Wembley. (Perviale 5656.) (C1032/R)

## LEA-FRANCIS

**TOM GARNER**, Ltd., offer:—

**1952** Lea-Francis 14 saloon, green with green leather, 12,000 miles only, £1,095. (C2020)

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. (C2020)

**1951** Lea-Francis 14hp saloon, maroon; £875. (C2020)

**GORDON CARS (LONDON)**, Ltd., 373, Euston Rd., N.W.1. Eus. 6611. (C2025)

**CHARLES FOLLETT**, Ltd., Sole Distributors Lea-Francis, London & Home Counties, offer the following cars:—

**1951** Lea-Francis 14hp sal., maroon, heater, screen-wash, one owner, 15,000 miles, in excellent order, full history available, guaranteed; £925. (C2020)

**1947** owner, 18,000 miles only (genuine); this carefully used car offered at £625. (C2020)

**NEW** and unregistered Lea-Francis 14hp sal., special colour steel and maroon and silver, sunroof, heater and demister; offered at new reduced price £1,261/19/2. (C2020)

**NEW** and unregistered (one only) Lea-Francis new with saloon car comfort also offered at specially reduced price of £1,485. (C2020)

**18**, Berkeley St., W.1. Mayfair 6266. (C2020)

**OFFICIAL** Lea-Francis Service Station: Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. (C2010)

**1951** Lea-Francis 14hp saloon; bargain, £795.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

**1951** Lea-Francis 14-70 special sports full 4-seater, sunroof, heater, equipped regardless of cost, a one owner car in exceptional condition; £895. (C2020)

**RIPCO**, Ltd., (Lea-Francis purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 3952-4. (C3052)

## Lea-Francis Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube) N.W.3. Ham. 6941. (W4018/R)

**CHARLES FOLLETT**, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266. (C2020)

**OFFICIAL** Lea-Francis London Service Station, Works and Stores:—

**BARNSDALE** Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7. (C2010)

## Lea-Francis Spares and Service

**LANCIA** (ENGLAND) Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by a staff of specialist mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alorton, Wembley. (Perviale 5656.) (C1032/R)

**SPARES** and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-6-7. (C1032/R)

**CHARLES FOLLETT**, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266. (C2020)

**OFFICIAL** Lea-Francis London Service Station, Works and Stores:—

**BARNSDALE** Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7. (C2010)

## LINCOLN

**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, (Tel. Ealing 4506-9. [0747/R]

## LINCOLN-ZEPHYR

**£595**!!! Exceptional value, right-hand drive, Lincoln-Zephyr six-seater saloon, 1947, most luxurious car, late property of wealthy and fastidious owner, immaculately maintained and giving a truly superb performance.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m., write for catalogue, (C1035)

## MERCEDES-BENZ

**MERCEDES-BENZ (GT BRITAIN)**, Ltd., offer:—

**1936** Type 500K cabriolet B, right-hand steering, black and grey with red leather in first-class condition.—Victoria 8715. (C3003)

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**MERCEDES-BENZ** Type 250, 1935, 5-seater, cabriolet body, 20 m.p.g., extensively overhauled; £550.—Davies Bros., Cannock Rd., Wolverhampton. (2946)

## Mercedes-Benz Spares and Service

**MERCEDES-BENZ (GREAT BRITAIN)**, Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165]

## MERCURY

**OCT.**, 1951, Mercury 4-door saloon, radio and heater, very low mileage.—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.3. Kensington 4658. (C4028)

**£895**—Mercury saloon, imported 1949, 1948 model, low mileage, excellent condition, radio, heater, etc.; terms, exchanges.—Kingston Car Sales, Kingston 9635. (2695)

**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, (Tel. Ealing 4506-9. [0748/R]

## M.G.

**PERFORMANCE CARS.**

**LARGE** selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

**M.G. T.C. 2-seater roadster**, 1947, £445; M.G. T.C. 2-seater roadster, 1949, £475. (C2020)

**M.G. T.A. 10hp 2-seater**, 1938, £325; M.G. T.A. 10hp 2-seater, 1937, £265. (C2020)

**M.G. 2-litre sports saloon**, 1937, £195; M.G. 2-litre 4-seater, 1934, £145. (C2020)

**M.G. J.2 8hp 2-seater**, 1935, £195; M.G. P.A. 8hp streamlined 2-seater, 1935, £145. (C2020)

**M.G. 2-litre sports saloon**, 1937, £195; M.G. 2-litre d/h, fourseater, 1938, £245. (C2020)

**M.G. V.A. 14-litre saloon**, 1937, £245; M.G. 12hp 4-seater, 1937, £155. (C2020)

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107 New Cavendish St., Great Portland St., W.1 (Museum 8221). (C3041)

**GE**

**1938** Series M.G. T.A. 10hp 2-seater sports, finished in silver wheels, green leather, black carpets, just reconditioned, reupholstered, complete new all-weather equipment, including all-over top tonneau, specialities include sprung steering wheel, spot light, edge bar, rev counter, etc., thoroughly reconditioned mechanically, including engine, etc., just checked throughout, exceptional specimen and performance; written guarantee; £275; hire purchase; part exchange.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. (C2000)

**NOEL ROSCOE** offers:—

**1938** M.G. 12 V.A. tourer, outstanding condition, 7,000 miles since complete overhaul; £295.—High Rd., Byfleet, Surrey. Tel. 270. (C3062)

**B. J. HUNTER**, Ltd., offer:—

**1952** M.G. T.D. 2-seater, innumerable extras, really as new; £695. (C2020)

**1949** M.G. 14-litre saloon most attractive car; £650. (C2040)

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

**CYRIL SHEPPARD** offers:—

**1952** model M.G. T.D., 12,000 miles, green with leather, immaculate condition; £650.—Shenparks Hill, Reading. Sonning 2545. (3144)

**H. BEART & Co., Ltd.**, offer:—

**1949** M.G. T.C. 2-seater, cream with green upholstery, very small mileage and superbly maintained by one owner since new; £545.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1081)

**ROSE & YOUNG**, Ltd., offer:—

**1949** M.G. T.C. 2-seater, fitted heater, twin horns, spotlamps, 16in wheels and numerous other extras, immaculate; £475.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tube Hill 6449. (C5057)

**GLANFIELD LAWRENCE** offers:—

**1949** (July) M.G. T.C. green/beige one owner, low mileage, magnificent and unmarked specimen; £495.—407, High Rd., N.12. Finchley 6591. (C2053)

**SLOOMBER**, Ltd., Willenden 4869. (C4017)

**1951** (August) T.D. in cream with red leather, 12,000 miles, in mint condition throughout; £625 cash or insured h.p. terms, part exchange cars or motor cycles, write, rail or telephone.—Sloombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. (C4017)

## M.G.

**PARADE MOTORS (MITCHAM)**, Ltd., offer:—

**M.G. T.A. 1937**, black and red, new hood and full tonneau cover, nearly new tyres all round, taxed; £275. (C3058)

**1934** M.G. T.A. 2-seater, black; £215. (C3058)

**1935** M.G. P.A. 2-seater, British racing green, new hood and side screens. (C3058)

**PARADE MOTORS** (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3058)

**JACK ROSE**, Ltd., M.O. Agents and Stockists, offer:—

**1952** T.D. in black and red hide, almost as brand new, 7,000 miles; £695. (C3058)

**1949** T.C. 2-seater, in black and red, engine overhauled, new tyres, exceptional appearance; £495. (C3058)

**SEVERAL** new models in stock; any car in exchange; S.—Stafford Rd. Wallington, Surrey. Wallington 6677-8. (C3058)

**J.2**, any trial, new car reason for sale; best offer;—Hen. 7262. (3169)

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

**1952** M.G. T.D., black/beige leather, one owner, 11,000 miles; £665. (C3040)

**H.A. SAUNDERS**, Ltd., 226-330, Euston Rd., N.W.1. Euston 4311. (C3040)

**1952** M.G. T.D.s; a choice of three one-owner 2-seaters from £675. (C3052)

**RIPCO**, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. (C1021)

**M.G. T.D.**, 1952, privately owned.—Tel. Glasgow, Douglas 8077 (evenings). (10034)

**M.G. 2-litre saloon**, excellent condition, second owner; £245 or offer.—Box 7177. (2948)

**1947** (Nov.) cream T.C. in really good condition; £400.—Barnet 0751. (2973)

**SUPERB** 1949 M.G. T.C.; £485.—Value Cars, 362, Upper Richmond Rd., S.W.14. (3152)

**1949** M.G. T.C. 2-seater, Cambridge blue, 18,000 miles; £525.—Tel. Unlands 1727. (3605)

**1947** 14-litre M.G. saloon, black and d. green, in immaculate condition throughout; £575. (C1021)

**BIRKETT MOTORS**, Ltd., 72-74, High Rd., South Woodford, E.16. Buckhurst 3766. (C1021)

**BEARTS** of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Ktn 3548. (C1002/R)

**UNIVERSITY MOTORS**, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. (C1030/R)

**1952** M.G. T.D. Midget, only 300 miles, grey, £725. (C1030/R)

**1952** M.G. T.D. Midget, only 300 miles, grey, £725. (C1030/R)

**J.2** M.G., red, swept wings, Toulmin record engine, excellent throughout; £195.—37, Buffalo Rd., N. Harrow, Pinner 7772. (2971)

**1936** P.B. 2/4 M.G., 5,000 miles only since £229 overhaul, etc.; carefully driven, beautiful condition; £275.—Box 7266. (3187)

**1951** (Sept.) M.G. T.D., 5,000 miles only, extra; £695, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1034)

**290**ms.—1938 M.G. T.A. in very good condition, numerous extras.—Himmis, Hawkins Hall, Dale, worth, Herts. Knebworth 2108. (3062)

**1949** M.G. T.C. 2-seater cream, speedometer 28,000 miles; £495.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon; Addiscombe 5066. (C1076)

**475**ms.—M.G. Midget, 1949 11hp T.C. 2-seater, black, green leather, excellent condition; taxed; terms, exchanges.—Rowland Smith, below. (C2020)

**395**ms.—M.G. Midget, 1959 10hp T.C. 2-seater, black, red leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below. (C2020)

**295**ms.—M.G. Midget, 1959 10hp T.C. 2-seater, black, green leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below. (C2020)

**275**ms.—M.G. Midget, 1957 10hp T.C. 2-seater, British racing green, green leather, very good condition; taxed; terms, exchanges.—Rowland Smith, below. (C2020)

**265**ms.—M.G. Midget, 1956 model 8hp P.B. 2-seater, black, red leather, Scintilla Vertex, very good condition; terms, exchanges.—Rowland Smith, below. (C2020)

**225**ms.—M.G. Midget, 1954 8hp J.2 2-seater, black, red leather upholstery, new hood, excellent condition; choice of 15 Midgets; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C3018)

**15000** miles only, 1949 M.G. T.C.; £545.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 5568. (C1067)

**CASES MOTOR MART**—An outstanding 1939 M.G. 2.6-litre sports saloon, maroon, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

**£450**—1947 model M.G. T.C., in outstanding condition, red, silver wheels, stage 2 tune, good performance with healthy bark, spotless condition; £150 down. (C1040)

**£225**—1956 M.G. P.B. 8hp Airline 2-door sports saloon, red, silver wheels, £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**NAYLOR & ROOT**—1952 M.G. T.D. sports 2-seater, black, red, low mileage, luggage rack, etc., £695, written guarantee.—25, East Hill, Clapham Junction, S.W.15. Bait, 2252. (C3022)

**1949** (November) M.G. T.C., almond green, new hood, immaculate, tyres as new, increased family only reason for sale; £590.—Chapman, 4, Crabtree Rd., Bury, Oxford. (3102)

**1939** 2-litre open 4-seater, almost as brand new, stored for substantial part of its life, etc., £695, 14, saloons and fourseater drop head coupes.—Speedsters, Ltd., Horley 628. (See "Sports Car" column). (C4029)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**M.G.**  
**1951** (November) M.G. T.D. black/green, 10,000 miles. A.A. inspection invited; numerous extras, as new. £655. Carpenter, 6, Robin Grove, Ridgeway, N.B. Mou. 7076 evenings. [2916]

**1951** M.G. T.D., red, 19,000 miles, one owner, just tuned and overhauled, excellent condition throughout, tyres almost new. £600.—Duffin, 52, Liverpool Rd., Chester. Chester 24598. [3062]

**ROYS** offer: 1954 M.G. J.2 sports 2-seater, many extras, clean, taxed, £160, also 1955 M.J. J.1 sports 2/4-seater, fully equipped, new tyres, £150; h.d. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

**1950** M.G. T.D. 2-seater, red and chromium with red leather, fog lamp, radio, luggage grid, a really delightful example of immaculate appearance, written guarantee, £455; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2005]

**1953** (new) M.G. T.D. 2-str., black, red leather, or red with beige leather, immediate delivery; also 1949 (Aug.) M.G. T.C. 2-str., green, with beige leather, 25,000 mls., as new. £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. [3058]

**CAMDEN MOTORS**—M.G. Midlet, very scarce P.A. model 1936, with full 4-seater bodywork, general condition much above average, good coachwork and interior well maintained, excellent performance with vivid acceleration through the gears. £265.

**CAMDEN MOTORS**—M.G. Midlet P.A. series 1936, black/tawn, engine just decocked, serviced and tuned by specialists, excellent tyres. £225.

**CAMDEN MOTORS**—M.G. Midlet T.A. series 1937, quite a nice one, not damaged or knocked about, particularly good mechanically, good oil pressure and doesn't smoke, colour red with fawn interior. £245.

**CAMDEN MOTORS**—M.G. Midlet T.C. series 1947, cream/red leather, new all-weather equipment, smart little example, 2 owners. £425.

**CAMDEN MOTORS**—M.G. Midlet T.C. series 1948, fitted chromed luggage rack and Motorolla radio, just had complete engine inspection and general overhaul in our workshop. £445.

**CAMDEN MOTORS**—M.G. Midlet T.D. series 1950, this car stands out on its own, not only is the appearance immaculate but everything mechanical about the car is in the finest possible order, used during summer months for occasional motor-touring and fully overhauled by specialists less than 2,000 miles back, many extras. £425.

**CAMDEN MOTORS**—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

## M.G. Cars Wanted

**C**  
**M** THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R]

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.s—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**MAYFAIR GARAGES, Ltd.**—Cash for M.G.s.—Balderton St. W.1. Mayfair 3104. [0966/R]

**M** G. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford. Milford 293. [0615/R]

**REQUIRED**, T.C./T.D., 49-50, low mileage, one owner, open R.A.C. inspection. No 6699. [2890]

**PERFORMANCE CARS** urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8941, or—

**107**, New Cavendish St., Great Portland St. W.1. Museum 5231. [W3041]

**URGENTLY** required, 1947-51 M.G. 14 saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1691. [1439]

**H. F. EDWARDS** urgently require good M.G. for immediate cash, please send details to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

## M.G. Spares and Service

**W. JACOBS & SON**,  
**WE** specialise in spares and repairs for all models of M.G. cars.  
**W. JACOBS & SON**, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486]

**PARADE MOTORS (MITCHAM)** offer:

**M** G. T.A. 1939 Tickford drop head, has been fully stripped and parts available for sale as spares.  
**PARADE MOTORS (MITCHAM)**, Ltd. 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [38086]

**PERFORMANCE CARS**—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8641. [38041/R]

**HAMMERSMITH**—Repairs, service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [C3054]

**M** G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rockers, bushes, shafts, etc. replacement camshafts, rockers, dynamo, load springs, wheels, hubs, vertical drive assemblies, propeller shaft service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085. [0433/R]

**TOULMIN MOTORS** specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, roller bushes, rockers, shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

**W** RITTE or 'phone Toulmin Motors, 343, Staines Rd. W. Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R]

**M.G. Spares and Service**  
**UNIVERSITY MOTORS, Ltd.**—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R]

**REPAIRED** rockers, rocker bushes, shafts, valves, guides, gaskets, non-leak V-drive, on exchange.—104, Kingston Rd., Wimbledon, S.W.19. Liberty 8496 after 7 p.m. [3107]

## MORGAN

**1937** Morgan 4/4 2-seater, black, exceptional condition, fitted many extras; £225.—Sear, Burton Rd., Ticknall, Derby. [3098]

**1939** 4/4 Morgan sports coupe (green), 10hp, excellent condition, price £275, can be inspected on arrangement.—Tel. Hayes 0148. [3020]

**£485**—1950 Morgan 4/4 sports 2-seater, a faultless car in immaculate condition, highly recommended, £170 down.—Bry Motors, 180-184, West End Lane, N.W.6. Hampstead 6800. [C1026]

**1952** Morgan plus 4 drop head coupe, 2 spare wheels, mileage 4,000, one careful owner, condition as new. £775.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [3135]

**1952** (July) Morgan Plus-four 2-seater, special equipment model costing £1,069, high compression head, alloy panelling, etc., 4,000 miles only, one owner. £775.—Cookson, Guinea Hall, Sellindge, Kent. Tel. 3123 evenings. [3042]

## Morgan Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash price for Morgan.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**SLOCUMBER, Ltd.** The Morgan People.

**WE** urgently require to purchase all models Morgan cars.  
**WRITE**, call or 'phone.

**38-52**, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [W4017]

**MORGAN** in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

## Morgan Spares and Service

**MORGAN** 4/4 official spare parts stockists, service and repair.—Basil Roy, Ltd., 161, Gt. Portland St. W.1. Langham 7735. [0514/R]

**MORGANS** All available spares in stock.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R]

## MORRIS MINOR

**A** CRES offer:—  
**1952** (late) Morris Minor 4-door saloon, finished in pastel green, with beige leather upholstery to match, extras include heater, covers, mirrors, etc., speedometer reading 8,000 miles, undoubtedly genuine as brand new; offers to.

**A.S.W.2**, Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

**CAR MART, Ltd.**  
**1951** Morris Minor tourer, 2-door, 13,000 miles; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039]

**RAYMOND WAY**,  
**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, the hire purchase specialists.

**1950** Morris Minor tourer, one owner, factory re-conditioned engine just fitted, coachwork and interior as new; £395.

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 15 yards.) [C4047]

**RUSSELL MOTORS** offer:—  
**1952** (Dec.) Morris Minor tourer 6,000 miles only, extras, £565.

**A** NY trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060]

**OVERSEAS CARS, Ltd.**, offer:—  
**1950** Morris Minor saloon, black; £500. For other Overseas car bargains see page 61.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031]

**KAR SALES OF EGHAM** offer:—  
**1950** Minor tourer, 15,000 miles only, unmarked; £515.—High St., Egham 3131/2. [C2056A]

**£625**—1952 (October) Morris Minor saloon, grey, red upholstery, 1,900 miles only, completely as new.

**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. [C1070]

**£85**—1953 Morris Minor 2-seater, amazing appearance and performance, selling reluctantly.—Pinner 8636 evenings. [3103]

**1951** Morris Minor, black, little used; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

**1950** Morris Minor tourer, exact mileage 10,050, taxed, new condition, trial; £455.—Owner, Tidways, South Epsom, Burnham-on-Sea. [3097]

**1952** (May) Morris Minor convertible, 7,000 miles, immaculate; 510cns.—Bailey, 38, Broughville Drive, East Didsbury, Manchester, 20. Didsbury 1226. [2866]

**MORRIS MINOR 1950** (September) tourer, black, under 11,000 miles one driver, excellent condition; £475.—32, Victoria Rd., Kensington, W.8. Tel. Wea. 3655. [3163]

## MORRIS MINOR

**1950** Morris Minor tourer, grey with beige upholstery, one owner, low mileage, in beautiful condition throughout; £450.—Fantiles Service Garage, London Rd., Guildford 5326. [C3035]

**1950** Morris Minor tourer, 10,000 miles, one owner, carefully maintained, new Mellow Hide fawn hood and screens; £395.—Mrs. Marshall, The Westgate, Kelsall, Cheshire. (Kelsall 345.) [2974]

**MORRIS MINOR** tourer, January 1950, green, 7,750 miles only by one careful owner, spare unused, immaculate condition, as new; £475 or near offer.—Herne Bay 422 or Mansion House 6669. [3179]

**TANKARD & SMITH, Ltd.**, offer: 1951 Morris Minor open tourer, black with beige upholstery, one owner, speedometer reading 16,000, exceptional condition; £500, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4901-2-3. [C4026]

**1951** (July) Minor coupe, one owner, 15,000 miles, lastidiously maintained, attractive coachwork, immaculate appearance, mechanically irreproachable; 485cns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2691]

**PRIDE & CLARKE, Ltd.**—1951 Morris Minor saloons, green/beige or grey/beige leather, low mileage, £515.—1950, black/beige leather, 1951, 1950, black/beige leather, one owner, £489; 1950, black/beige leather, £439; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 0087-8-9. [C3068]

## Morris Minor Cars Wanted

**C**  
**M** THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R]

**PRIVATELY** owned Minor—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**WANTED** privately, 51/3 Morris Minor saloon, heater.—Bradford, 139, Huntingdon Rd., Cambridge. [3094]

**C. A. PETO, Ltd.**, 42, North Audley St., W.1, wish to purchase immediately late model Morris Minor.—May. 3051. [W3043]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash price for Morris Minor.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## MORRIS EIGHT

**KAR SALES OF EGHAM** offer:—  
**1946** Morris 8 series E saloon, very good order; £375.—High St., Egham 3131/2. [C2056A]

**1937** Morris 8 2-door de luxe saloon, original condition; £150.—Whitstable 3750 (evenings). [3019]

**1936** Morris 8, radio; £175.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

**£225**—1938 Morris 8 4-door de luxe saloon, 2 owners only, outstanding condition; £75 down. Below.

**£250**—1939 Morris 8 tourer, maroon, black wings, new hood, excellent runner, good tyres, taxed; £90 down.—Bry Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1939** Morris 8 tourer, series E, one owner, excellent condition throughout, any inspection; £225.—Tulse Hill 6526. [2788]

**295** cns.—Morris 8 1939 saloon, black, radio, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

**225** cns.—Morris 8 1936 saloon, green, very good condition; terms, exchanges.—Rowland Smith, below.

**185** cns.—Morris 8 1937 model saloon, blue, excellent condition, terms, exchanges.—Rowland Smith, below.

**145** cns.—Morris 8 1935 de luxe 4-door saloon, blue, sliding head, blue leather, very good order, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 041. [C4018]

**1947** Morris 8 Series E, exceptional order; £360.—Emith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

**1946** Morris 8 4-door saloon, sliding head, black, reconditioned engine fitted, loose seat covers, perfect condition; £375, near offer.—Box 7247. [3029]

**ARCHIE SIMONS & Co. Ltd.**—1939 Morris 8 saloon, colour black, fitted with radio, in excellent condition in every way; £275.—94, Gt. Portland St., W.1. Lan. 1345. [C4013]

**SGA MOTORS**—Morris 8 specialists offer the following selected cars which have been thoroughly checked in our workshop, and carry a 3 months' guarantee.

**1940** Series E 4-door de luxe saloon, sunroof, reconditioned engine, excellent condition; £265.

**1939** Series E 2-door de luxe saloon, sunroof, low mileage; £265.

**1938** 4-seater tourer in outstanding condition, really a specimen car, taxed rear; £225.

**1938** 4-seater tourer, in excellent condition throughout; £265.

**1937** 2-seater tourer, in first-class condition; £175.

**OTHER** stock selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive or any time by appointment.—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 3208. [C4063]

**ROYB** offer a good 1937 Morris 8 saloon, £165, also 1937 Morris 8 2-4-seater, fully equipped, taxed, £165; h.d. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

**MAYFAIR GARAGES, Ltd.**—June 1938 Rho de luxe 2-door sliding-head saloon, black leather, smart car in excellent condition throughout; 3 months' guarantee; £225.—Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. [C3009]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS EIGHT

## KAR SALES OF EGHAM offer:—

**1938** Morris 8 saloon, in exceptional condition: £245.—High St., Egham 3131/2. (C2056A)

**£235**—Genuine original condition Morris 8 4-door saloon de luxe; this we mean! This is not advertising license but a genuine description of a magnificent Morris 8 with original spotless bodywork, original interior and magnificent chassis.—Below.

**£185**—1937 Morris 8 saloon, excellent bodywork, clean interior, good tyres and excellent performance.—Below.

**£185**—1937 Morris 8 sports 4-seater, nearly new hood and sidecreens, beautiful interior and mechanically one of the finest we have had; 3 months guarantee; hire purchase, exchanges.—Below.

**LAMBS, Finchley Showrooms**, 421/425, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground.) (C2052)

**RUDDS** recommend: 1948 (November) series E, 33,000 miles; this one-owner-driver specimen has been carefully driven in local country districts and its original black cellulose has been carefully preserved; the brown leather is unmarked and the car has just been fitted with its first reconditioned engine; offered taxed and guaranteed at £595; terms, exchanges.—Central Station, Worthing 4635. (3181)

## Morris Eight Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 8.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**REALLY** good second-hand Morris 8 required.—Cobb, 30, Harley House, N.W.1. (W1066)

**REQUIRED** immediately, good Morris 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

## MORRIS TEN

**DICKS**, 1946 Morris 10 saloon, engine just overhauled; £325. (C1072)

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

**1938** Morris 10 saloon, in good condition; £225.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1025)

**1939** Morris 10, resprayed, recent recon. engine; £295; H.P. on any car.—Thomas Motors, 117, London Rd., Kingston. (13157)

**MORRIS** 10 series II 1936 model 4-door saloon, reconditioned engine just fitted and not run in; brakes relined; £145.—Below.

**1934** Morris 10 4-door saloon, mechanically perfect in every detail, good tyres; £110.—91, Garratt Lane, Wandsworth, S.W.18, Battersea 5770. (C4062)

**1947** Morris 10, exceptional mechanical condition, new engine, gearbox, battery, tyres v.g.; £375.—Robertson, 3, Hillbury Rd., S.W.17, Balham 5403. (3074)

**£425**—Morris 10 saloon, grey and black, 1948, original, reconditioned engine, taxed; terms, exchanges.—Fleet, 52, Lake St., Leighton Buzzard 2172. (3191)

## Morris Ten Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 10.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**WHY** accept less for your Morris 10hp saloon when you get its full market value from Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway, N.W.2, Gladstone 2234. (W2006)

## MORRIS TWELVE

## C.M.I. CAR SALES (Pri. 6623) offer:—

**1939** Morris 12 saloon, immaculate condition; £295. (C1051)

**THREE** months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

**1939** (March) Morris 12hp saloon, reconditioned engine fitted, one owner, in excellent order throughout; £225.—Below.

**LYNE, FRANK & WAGSTAFF**, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2056)

**£165**—1936 Morris 12 series II 4-door saloon, excellent condition; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd., Reliance 2995-6. (C1038)

## Morris Twelve Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 12.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## MORRIS EIGHTEEN

**£225**—1927 Morris 18 streamline saloon de luxe, an ideal family car, in nice condition, £30 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6480. (C1024)

## MORRIS OXFORD

## CAR MART, Ltd.

**1952** Morris Oxford saloon, 13,000 miles; £715.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. (C1039)

## SCOTT CARS offer:—

**1952** Morris Oxford, 5,000 miles only, as brand new; £745. (C4016)

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3, Hampstead 2100/9676. (C4016)

## B. J. HUNTER, Ltd. offer:—

**1950** Morris Oxford saloon, exceptional condition; £550. (C2040)

**B. J. HUNTER, Ltd.**, 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6303. (C2040)

**MORRIS OXFORD** 50, 18,000, htr., beige; £535; no dealers.—West 3957. (2965)

## MORRIS OXFORD

## TOM GARNER, Ltd., offer:—

**1953** Series Morris Oxford saloon, black with red upholstery, 900 miles only; £795. (C2020)

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2020)

## WARWICK WRIGHT, Ltd., offer:—

**1951** Morris Oxford saloon, blue, 8,000 miles; £695. (C4045)

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761. (C4045)

## GUY SALMON AUTOMOBILES offer:—

**1950** Morris Oxford saloon, green green leather, 26,000 miles, very well cared for example; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

## HENDON CENTRAL GARAGE, Ltd., offer:—

**1951** Morris Oxford saloon, taxed year, immaculate condition; £635.—Welford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. (C2034)

**1953** Morris Oxford saloon, black with red leather, under 200 miles. (C4056)

**R. C. WIMBUSH, Ltd.**, 312, Earls Court Rd., London, S.W.5, Frenantle 8401. (C4056)

**1949** (June) Morris Oxford saloon, radio and heater, one owner, moderate mileage; £525. (C2058)

**LYNE, FRANK & WAGSTAFF**, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058)

**1949** Morris Oxford s/n., black, wonderfully kept; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2312. (C4019)

**1951** Oxford saloon, black with brown hide, fitted heater, nominal mileage and in superb condition throughout; £645.—Robbins, East Putney, Tel. 4581. (C5010)

**1951** (December) Morris Oxford, heater, immaculate, one owner, blue, mileage 10,000; £675.—Blackbird Hill Garage, Blackbird Hill, N.W.9, Colindale 6134. (2995)

## Morris Oxford Cars Wanted

**C** **M** **THE CAR MART, Ltd.**, wish to purchase Morris Oxford cars.—150, Park Lane, W.1, Grosvenor 3454. (0717/R)

**PRIVATELY** owned Oxford.—5, Brae Court, Kingston Hill, Surrey, Tel. Hill 2768. (W2037)

**£650** cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2, Tel. Hill 2676. (W5016)

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Oxford.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## MORRIS SIX

**PRIDE & CLARKE, Ltd.**—1950 Morris Six saloons, maroon/red or green/green leather, low mileage, heater, radio, choice two; £549; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. (C5068)

## Morris Six Cars Wanted

**C** **M** **THE CAR MART, Ltd.**, wish to purchase Morris Six cars.—150, Park Lane, W.1, Grosvenor 3454. (0875/R)

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## Morris Miscellaneous Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**SLOCOMBES, Ltd.**, Willesden 4869. (0842/R)

**WE** wish to purchase clean and genuine Morris cars.—38-52, Dudden Hill Lane, N.W.10. (0824/R)

**MORRIS** in good condition for cash.—Tel. Valentine 2096 or 4674. (W2018)

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford, Milford 295. (0816/R)

**HATTONS** will buy post-war Morris models, distance no object.—Lord St., Southampton, Tel. 2266. (0798/R)

**MARSTON MOTOR Co.** for your Morris.—Tel. Sta 8000, Seven Sisters Rd., Tottenham N.15. (0998/R)

## Morris Spares and Service

**MORRIS**—Genuine spares and specialist repair service, immediately available in the West End. (C1042/R)

**S. MORRIS & Co.**, Cleveland Garages, Cleveland St., W.1, Tel. Mus. 1932/8574. (0842/R)

**HAMMERSMITH**—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6, Riverside 2644-5. (83054)

**BARKERS MOTORS (LONDON), Ltd.**, Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High St., S.W.17. (0521)

## NASH

**1950** (December) Nash, r.h.d., radio, one owner, 19,000 miles, mint condition; £775.—Value Cars, 362, Upper Richmond Road, East Sheen, Pro. 7520. (2469)

## OLDSMOBILE

**1938** Oldsmobile d.h.c., heater, radio, unused since engine overhauled and reconditioned; £275. (C3064)

**METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.5, Frenantle 5471. (C3064)

**DISTRIBUTORS (RAWLENCE), Ltd.**—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey, Tel. 350-1. (0217/R)

## OLDSMOBILE

## ACRES offer:—

**1948** Oldsmobile 6 hydromatic saloon, finished in lawn and maroon with grey cord upholstery, complete with seat covers, heater and radio and many extras; this magnificent vehicle has been beautifully maintained and is in spotless condition throughout; first £295 secure. (C1002)

**ACRES AUTOS, Ltd.**, 136, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1909, And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Margulay 2211-2. (C1002)

**1947** Oldsmobile saloon, beautiful condition, one owner, unrepeatable value, £750!—A.Z. Motors, Palmerston Rd., N.W.6, Mai. 4725. (C1011)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Bayswater 6626 7.) (0578/R)

## Oldsmobile Cars Wanted

**OLDSMOBILE** main dealers.

**LEX GARAGES, Ltd.**, are interested to buy recent model Oldsmobile cars. (0637/R)

**LEX GARAGES, Ltd.**, 2, Lexington St., W.1, Gerrard 8600. (0637/R)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Oldsmobile buyers, Wembley 8691/3903. (W4015/R)

**DISTRIBUTORS (RAWLENCE), Ltd.**, Blindley Heath, nr. Lingfield, Surrey, Tel. 350-1. Will buy post-war models at good prices. (0151/R)

## OPEL

**125** gns.—Opel Olympia, 1937 12hp saloon, grey, maroon leather, very good condition, terms, exchanges.—Rowland Smith, below.

**95** gns.—Opel Cadet, September 1938 drop head cabriolet, grey (taxed), terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**MAYNOR MOTORS, Ltd.**—Opel distributors, buyers of all models; comprehensive range of spares, exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 3266/4944. (0536/R)

## Opel Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Opel.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## Opel Spares and Service

**REPAIRS**, guaranteed engines, seat boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £39.5; mudguards, spares.—Tarrant & Fraser, Ltd., 10, Winchester Mess, N.W.3, Primrose 2647. (0240)

## PACKARD

**£295**—Packard Super 8, 7-seater limousine, late 1936 in superb condition throughout; terms and exchanges.—Tudor 5394. (2969)

**1949** Packard 6-cylinder saloon, 23,000 miles, radio, heater, covers, most beautiful condition; £1,175.—Taylor & Crawley, 46, Kensington Court, W.8, Western 6015. (C4030)

**1947** Packard Clipper 6-cyl. saloon, immaculate and as new throughout; £975; terms, exchanges.—Boro Farm Motors, Linsfield Rd., Sandhurst, Surrey, Sandhurst 1153-4. (5055)

**CAMDEN MOTORS**—Packard 8-seater limousine, 1937 model, genuine Super Eight series with twin spares and overdrive, widest occasional, winding division, just had extensive engine inspection and going over in our workshops; £395. (5055)

**CAMDEN MOTORS**—Packard Super Eight limousine, 1937, later registration than above and in very special mechanical order, engine rebored, crankshaft reground and the whole car comprehensively overhauled; no mileage since; £495. (5055)

**CAMDEN MOTORS**—Packard Super Eight limousine, very late 1937, a really fine car, one owner and taxed privately for many years, moderate mileage and faultlessly maintained mechanically, fitted overdrive giving superb performance; £525. (5055)

**CAMDEN MOTORS**—Packard Eight saloon, 1938, full 6-seater model, in black with blue interior, just reconditioned at a cost of over £50, not as brand new but quite serviceable; £225. (5055)

**CAMDEN MOTORS**, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

## Packard Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**LEONARD WILLIAMS & Co.** (1940), Ltd. (W4018/R)

**PACKARD** Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (0191/R)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Oldsmobile buyers, Wembley 8691/3903. (W4015/R)

**JOE THOMPSON (MOTORS), Ltd.**, buyers of Packard.—97, Fulham Rd., S.W.3, Kensington 4858. (W4028)

**7-SEATERS** privately owned limousine required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

**WANTED**—Packard r.h.d. post-war limousine.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 4534-4. (W4024)

## Packard Spares and Service

**JOE THOMPSON (MOTORS), Ltd.**, Packard spares, repairs specialists.—97, Fulham Rd., S.W.3, Kensington 4858. (W4028)

**LEONARD WILLIAMS & Co.** (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (0469/R)

## PEUGEOT

**1950** Peugeot 203 sports saloon, supercharger overdrive; £845.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1, Tel. Euston 5225 15 lines. (C1056)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**PONTIAC**  
**A CRES offer:**—  
**1948** Pontiac Silver Streak saloon, finish in dual-tone blue and stainless steel, heater, radio and many extras; this magnificent vehicle has been beautifully kept and maintained and is practically indistinguishable from brand new; first £550 secure.  
**A CRES AUTOS, Ltd.**, 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maresfield 2211-2. (C1062)  
**1950** Silver Streak 8-cylinder de luxe 4-door saloon, fitted with every conceivable extra and as new in every respect, 25,000 miles, two colour grey.  
**1949** 50 6-cylinder convertible, fitted with hydraulic drive, power-operated hood and all extras a most elegant and economical car.  
**METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)  
**Pontiac Cars Wanted**  
**METCALFE & MUNDY, Ltd.**, buy your Pontiac car—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)  
**SIMPSON MOTORS (WEMBLEY), Ltd.**, the Pontiac buyers; also large selection for sale. See under "American Cars." Wembley 6691/5905. (W4015/R)  
**Pontiac Spares and Service**  
**FOR Pontiac spares and Pontiac service.**  
**U.B. Concessionaires, Ltd.**, Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.  
**Sole distributors Great Britain for Pontiac cars and Pontiac parts.** (M617/R)

**PORSCHE**  
**COLBORNE GARAGE, Ltd.**, Ripley, Surrey.  
**PORSCHE** Sole Concessionaries, Great Britain, offer full servicing, facilities.—Tel. Ripley 2361. See "New Car Section." (M629/R)  
**RACING CARS**  
**COOPER'S GARAGE (SURREY), Ltd.**, of Surbiton, Tel. Elm 3346, are the sole concessionaries for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. (M621/R)  
**RAILTON**  
**MEBES & MEBES, Ltd.** (est. 1895) offer:—  
**1938** Railton 17hp drop head four-seater coupe, metallic grey, blue hide upholstery, reconditioned throughout irrespective of cost, 1946 condition, £525.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C3012)  
**1938** Railton 16.5hp saloon, new engine 1952, good tyres, etc.—Tel. Camberley 691. (C2020)  
**1935** Railton 8, good condition, 12 mps, recent overhaul.—18, Bates House, Stevenage. (S185)  
**1938** Railton Straight 8 drop head black and grey, radio, quite unblemished.—Speedsters, Ltd., Horley 628. (See Sports Car column.) (C4020)  
**ONE MOTORS (LONDON), Ltd.**—second to none selection, also spares, reconditioned engines and after-sales service.—18, Piccadilly Square, W.1. and 24, North Side, S.W.18. Tel. Vandyke 5181. (M555/R)  
**1939** 26hp d.h. coupe, maroon, excellent mechanically and in appearance, very good tyres, £225, choice of several other coupes and saloons including genuine post-war models similar to above at £395. Major J. P. R. Barber, 10, Sussex News East, London, W.2. Fidd. 8859. (S1776)

**RENAULT**  
**RENAULT cars, spare parts, repairs and service.**—Renault Ltd., Western Ave., Acton, W.3. Acton 4636. (M421/R)  
**A CRES offer:**—  
**1951** Renault 750 saloon, finished in grey, many extras, carefully used and in spotless condition throughout, first £550 secure.  
**A CRES AUTOS, Ltd.**, 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maresfield 2211-2. (C1062)  
**KAR SALES OF EGHAM offer:**—  
**1940** Renault 12 saloon, snip, £165.—High St., Egham 3131/2. (C2056A)  
**WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1673, offer:**—  
**1939** 26hp 6-cyl. roomy saloon, completely overhauled; £250. (M126/R)  
**£485**—1950 Renault 760 saloon, grey, P.V.C. upholstery, engine recently relieved, in excellent condition.  
**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. (C1070)  
**760** cc Renault 1951 standard saloon, one owner, £450.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)  
**Renault Cars Wanted**  
**RENAULT in good condition for cash.**—Tel. Valentine 2098 or 4678. (W2018)  
**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Renault.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
**RICHARDS & CARR** buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)  
**WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1673, purchase all models.** (M127/R)

**Renault Spares and Service**  
**GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff.** Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (M127/R)  
**RILEY**  
**CYRIL SHEPPARD offer:**—  
**1948** Riley 2½-litre de luxe saloon, black red, loose covers, low mileage; £775.—Sheppards Hill, Reading, Bonning 2345. (S1145)  
**TOM GARNER, Ltd., offer:**—  
**1951** Riley 2½-litre saloon, black with brown upholstery, 1,800 miles only, £1,265.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**RILEY**  
**BOON & PORTER, Ltd.**  
**RILEY distributors.**  
**18** months-old, 1½ saloon, one owner, heater, 29,000 miles, excellent, H.M.V. radio and heater; £325.  
**1952** (Aug. latest) 1½-litre saloon, green, special Series 250, 6,000 miles; £1,050.  
**1953** 2½-litre saloon, green, 5,000 miles, heater, radiator shutter; £1,195.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. (C1022)  
**SLOCUMBS, Ltd.**, Willesden 4869.  
**RILEY 1½-litre** open four-seater in grey with red leather, Scintilla equipped, very fast; £269/10; or insured h.p. terms, part exchanges, cars or motor cycles; we close at 7.30 p.m. Write, call or tel.—Slocumbs, Ltd., 39-52, Dudden Hill Lane, N.W.10. (C4017)  
**WARWICK WRIGHT, Ltd., offer:**—  
**1952** Riley 1½-litre saloon, black, 8,000 miles; £1,195.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)  
**GUY SALMON AUTOMOBILES, offer:**—  
**1951** Riley 2½-litre saloon, black/brown leather, 13,000 miles, one owner, immaculate condition; £995.  
**1950** (June) Riley 1½-litre saloon, maroon/red leather, 20,000 miles from new, immaculate condition; £350.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)  
**1952** Riley 2½-litre saloon, as new; £1,285.  
**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., N.W.1. Eas. 6611. (C4023)  
**CLARKE & SIMPSON, Ltd. (Riley Sales and Service), offer:**—(new) 1½ saloon, immediate delivery; £1,169.  
**1951** 2½-litre d.h.c., radio heater, loose covers, outstanding condition; £995.  
**73**—79, Cadogan Lane, S.W.1. Sloane 4727. (C1048)  
**RILEY 2½-litre** saloon, black, one owner, fitted radio, heater; £995.  
**RIPCO, Ltd. (Riley's Purchased)**, 16, Albemarle St., Mayfair, London, W.1. Renton 2521. (C3052)  
**1951** (Nov.) Riley 1½-litre, bronze with red leather, heater, one owner, £395.—Below.  
**1948** 1½-litre black Riley saloon; £650.—Halls (Finchley), Ltd., Osdon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (S142)  
**1938** Riley 1½-litre Victor saloon, overdrive model, excellent order, 3 months' guarantee; £295.  
**C & W. MOTORS, Ltd.**, Queen's Head Garage, East End Rd., N.3. Finchley 6236 (S. lines). (C1061)  
**SUSSEX specialists for Riley cars and spares.**—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. (M557/R)  
**PERFORMANCE CARS.**—Good selection always available; written guarantee.—See under "Sports Cars." (C5041/R)  
**BEARTS, of Kingston, Riley specialists, sales, spares, repairs.**—102, London Rd., Kingston, Kingston 3349. (M579/R)  
**£135**—The nicest, cleanest 1933 Riley 5hp saloon we have had for some considerable time; £55 down.  
**£225**—1936 Riley 1½-litre Adelphi sports saloon, grey, spotless, red hide interior, taxed year one owner, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)  
**1950** 2½-litre drop head tourer, one owner, 18,000 miles.—Anthony Crook Motors, Ltd., Caterham 2232. (C1063)  
**£195**—1½-litre Riley Falcon sports saloon, most attractive car.—45, Shirehall Park, N.W.4. Hendon 1648. (S2959)  
**1937** 12-14 saloon, guaranteed; £225; payments.—Oldfield, 296, Kensington High St., W.14. Wes. 6651. (C3029)  
**£350**—Riley 1½-litre 1938 Merlin 4-dr. sports saloon, really excellent mechanically, excellent cellulose; choice 9.  
**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 days, Holland Park Tube.) Exchanges, H.P. (C1017)  
**CAMDEN MOTORS.**—Riley 1½-litre saloon, 1947, black green leather, nominal mileage, good mechanically, excellent tyres; £595.  
**CAMDEN MOTORS.**—Riley 1½-litre Nuffield saloon, late 1950, 4-door model with sunshade roof, in black with blue leather, excellent tyres and sound mechanically with typical Riley performance; £345.  
**CAMDEN MOTORS.**—Riley 1½-litre saloon, first delivered and registered February, 1952, genuine mileage a little over 8,000, maroon, lawn leather, literally indistinguishable from brand new open to any examination or trial; £1,095.  
**CAMDEN MOTORS.**—Riley Kestrel 6-light saloon, Sept., 1936 series, not a perfect car but good mechanically with a high standard of performance, coachwork, sound, original maker's finish dull, opportunity to purchase modern looking car with handsome body lines; £245.  
**CAMDEN MOTORS.**—Riley 2½-litre saloon, 1948 model, black brown leather fitted radio and passenger a very good example; £645.  
**CAMDEN MOTORS.**—Riley 5hp Monaco saloon, late 1956, special series engine giving an astonishingly good performance, sound bodywork finished in maroon, neat and tidy order generally, excellent set of tyres; £245.  
**CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)  
**1952** (July) Riley 1½-litre saloon, maroon, wire-less, 4,000 miles, perfect condition; £1,090 or near.—Coucher, Paddington 7502. (S3075)  
**1947** Sprite saloon, 8827K, 5,000 since reconditioned engine, appearance excellent; £275.—Saturday 2-6, Holly Park Rd., N.11. (S3059)  
**1933** Gamagecock black with red leather, replacement engine fitted 1949, excellent tyres, good weather equipment, taxed for year; £165.  
**CHARACTER CARS, Croydon 2555. (C1044)******

**RILEY**  
**1947** Riley 1½-litre saloon, excellent condition, black, heater; £625.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)  
**THE RILEY CENTRE** at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube). Sloane 8726, offer the following Rileys:—  
**£85**—1931 sports coupe, in excellent condition.  
**£95**—1932 Monaco, just rebored, excellent value, taxed.  
**£100**—Sports special 2½-litre, complete with blower, enthusiast's dreamboat.  
**£145**—1933 Monaco, a really good specimen.  
**£175**—1935 Kestrel 5hp, now undergoing overhaul.  
**£175**—1933 Gamagecock 4-seater sports, engine completely overhauled by Burtonwood, rewired, etc. 5 new tyres and complete weather equipment, taxed.  
**£295**—1937 Monaco, a really beautiful car, engine overhauled and absolutely spot on in every respect.  
**GOOD Rileys** always in stock from £55 and urgently wanted to purchase. (C3069)  
**1952** (late) Riley 2½-litre saloon, Motorola radio, black, green leather, indistinguishable new; £1,125.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0621. (C4040)  
**PRICE £235.**—1936 Merlin 9 black saloon, green leather upholstery, sliding head, preselector gear, good tyres, excellent runner, private sale.—Tel. Aldershot 1799. (S3063)  
**1938** Riley Kestrel Big 4 saloon with overdrive, this machine is in most excellent condition throughout, and will do 90 miles per hour; £350.—Tel. Watlington 3117. (C3018)  
**A RILEY 2½-litre 1949 saloon, silver grey, very lovely condition; £785.**—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544. (C4024)  
**425** cc.—Riley 1939 1½-litre de luxe saloon, black, sliding head, brown leather, manual change, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.  
**295** cc.—Riley, September 1936, 1½-litre Kestrel sports saloon, ivory and black, sliding head, leather upholstery, preselector, twin headlights, excellent condition; terms, exchanges.—Rowland Smith, below.  
**195** cc.—Riley 9, December 1935, Kestrel sports saloon, black, red leather, very good condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6001.  
**1949** Riley 1½-litre saloon, black/red leather, radio and heater, excellent condition throughout; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1046)  
**1948** Riley 1½-litre saloon, one owner, nominal mileage, radio, heater, black with brown perfect condition; £665.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)  
**£675**—1948 2½-litre Riley, 24,000 miles, very carefully maintained, loose covers, coachwork and interior unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C4051)  
**A L. Riley sales and service facilities** available at our new depot, new and second-hand bargains, demonstrations by appointment.—Coventry Motor Mart, Ltd. The Riley Distributors London Rd., Coventry Tel. 2146. (M546/R)  
**1952** (June) Riley 2½-litre saloon, black with green leather, fitted radio, heater, screen washers, etc., one owner, genuine 11,000 miles, looks 5,000 miles, as new; £1,175.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (S3059)  
**ROYS for Reliable Rileys.**—1940 16/4 Nuffield saloon, £395; 1936 Kestrel 16/4, £365; 1936 Adelphi 1½, £225; 1935 Monaco 9, £175; also just arrived a specimen Riley 9 Monaco, special series engine just overhauled, with spares coachwork and interior, fitted twin spot lamps and most of other extras; £195; 1934 16/4 and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

**Riley Cars Wanted**  
**C**  
**M**  
**THE CAR MART, Ltd.**, wish to purchase Riley cars—150, Park Lane, W.1. Grosvenor 3434. (M569/R)  
**R**  
**ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Riley.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)  
**GUY SALMON AUTOMOBILES**  
**PURCHASE Riley.**—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (W4001)  
**1946**—47 1½, good condition; cash.—Gla. 8936 up to 1946 9 p.m. (S2954)  
**PRIVATELY owned Riley 1½.**—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)  
**YORKSHIRE.**—The Riley buyers, Barkers of Oakwood, Leeds 8. Tel. 58236-7. (M1004/R)  
**C.N.K. MOTORS** require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)  
**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford. Milford 293. (M1017/R)  
**PERFORMANCE CARS** urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—  
**107.** New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)  
**£500** cash offered for best 1½ Riley, privately.—E. S. Vaughan, Corpus Christi, Godmanchester, Huntingdonshire. (S2556)  
**BLAKES, Riley distributors,** will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (W7735)  
**URGENTLY required.**—1948-52 Riley 1½-litre saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (M1440)  
**H. F. EDWARDS** urgently require good Riley for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 6400. (W2001)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Riley Spares and Service**  
**P**RESELECTION gear boxes.—H. & A. Engineering, 35 Grant Rd., Addiscombe 2381. (0701)  
**F**OR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). (0472)  
**H**ARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill S.E.23. Forest Hill 2244-5. (0246/R)  
**A**RCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7501. (0235/R)  
**A**LL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. (0443)  
**J** JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0092/R)  
**R**ILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. 18149

## ROLLS-ROYCE

**H** R. OWEN, Ltd.,  
**L**ONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—  
**1949** Rolls-Royce R/2 sports saloon by James Young, black with blue hide, just overhauled by Rolls-Royce; £3,550.  
**1949** Rolls-Royce 6-light sports saloon by Park Ward, black and cream with black hide, 34,000 miles; £3,950.  
**1949** Rolls-Royce touring limousine by Hooper, primrose and black with beige hide, 22,000 miles; £3,600.  
**1947** Rolls-Royce sedan de ville by H. J. Mulliner, black with fawn hide, 56,000 miles; £2,550.  
**1939** Rolls-Royce sports saloon with division by Hooper, black, 67,000 miles; £2,450.  
**1935** Rolls-Royce 20/25 sports saloon by Thrupp and Maberly, black with grey hide, 81,000 miles; £1,175.  
**W**e are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.  
**17** Berkeley St., London, W.1. Tel. Mayfair 9060. (C5032)  
**R**IPPON.  
**R**IPPON.  
**R**IPPON BROS., Ltd.,  
**T**HE leading Northern Rolls-Royce and Bentley specialists,  
**H**AVE a very fine selection of post-war Rolls-Royce and Bentley cars.  
**R**IPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0905/R)  
**P**B Ltd. offer:  
**1935** 20-25hp Rolls-Royce fitted with most attractive 4-door 4-light sports saloon body with disappearing division by Freestone & Webb, black and primrose with brown leather upholstery, now undergoing complete engine overhaul will be available approximately two weeks time at £2,995.  
**P**ADDON BROS., 60, Chelva Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. (C3035)  
**R**OLLS-ROYCE 20-25hp.  
**T**HIS week we have a range of the small type Rolls saloons including swept-tail, shooting brake, limousines, etc.; mpg approx. 20, prices from £106 to £350; Rolls taken in part exchange or we can sell your Rolls for you; new bodies, S/H bodies, spares, Wanted, Phantom II tourer.  
**JOHNSON'S**, 109, Egerton Rd., Fallowfield, Manchester, 14. Tel. Rusholme 5009. (3165)  
**B** J. HUNTER, Ltd. offer:—  
**1933** Rolls-Royce 25hp owner-driver saloon, maintained regardless; £575.  
**H**UNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)  
**J**ACK OLDING OF MAYFAIR.  
**O**FFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork.  
**1949** Rolls-Royce Silver Wraith Hooper touring limousine, electric division, 19,500 miles.  
**1945** Rolls-Royce Wraith H. J. Mulliner touring limousine, 37,000 miles, numerous extras, electric division.  
**1938** 25/30 Rolls-Royce owner-driver saloon with division.  
**A**UDLEY House, North Audley St., W.1. Mayfair 5242-3-4. (C5050)  
**T**AYLOR & CRAWLEY offer:—  
**1939** Rolls-Royce Wraith (WHC) semi-razor-edged sports saloon without division, in magnificent condition; £1,895.  
**1939** Rolls-Royce (GZR) 25/30 semi-razor-edged sports saloon without division, one owner, beautifully kept, low mileage; £1,595.  
**1938** Rolls-Royce fully razor-edged sports saloon by Park Ward, outstandingly beautiful car, genuine one owner since new; £1,795.  
**1934** Rolls-Royce 20/25 sports saloon by Hooper, recent engine overhaul; £675.  
**48** Kensington Court, W.8. Western 6015. (C4036)  
**G**UY SALMON AUTOMOBILES, offer:—  
**1947** Rolls-Royce Silver Wraith owner driver sports saloon by Hooper, genuine 22,000 miles from new, a superb vehicle; £2,950.—Forsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)  
**B**ROOKLANDS: Individuality, new and used cars.  
**1949** Rolls-Royce Hooper touring saloon with division, mileage 19,000, serviced by makers.  
**103** New Bond St., London, W.1. Mayfair 151-6. (C1029)

## ROLLS-ROYCE

**C** M  
**C**AR MART LTD.  
**1948** Rolls-Royce Silver Wraith Hooper touring limousine, black with beige hide upholstery, guaranteed; £3,250.  
**1947** (4-door all-weather) by Freestone and Webb, green with brown leather upholstery, guaranteed; £2,750.  
**1938** Rolls-Royce 25 50hp Thrupp & Maberly landaulette, black with fawn cloth upholstery; £1,550.  
**1937** Rolls-Royce 25 30hp James Young limousine, blue and black with leather to front and cloth to rear, guaranteed; £1,250.  
**C**AR MART LTD., Gloucester House, 150 Park Lane, W.1. (Corner of Piccadilly) Grosvenor 5454. (C1039)  
**M**ASCOT MOTORS, Ltd., offer the following:—  
**1938** 30hp T. & M. special full razor edged sports saloon.  
**1937** 30hp T. & M. semi-razor edged sports saloon.  
**1935** 40/50hp T. & M. full 7-seater limousine.  
**1934** 25hp Hooper sports saloon.  
**1934** 25hp Freestone & Webb 2-door sports saloon.  
**1932** 25hp Freestone & Webb 4-door sports saloon.  
**1932** 25hp H. J. Mulliner 4-door semi sports saloon.  
**W**e are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.  
**M**ASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. (C3007)  
**R**OLLS-ROYCE 20/25, registered February, 1936, 7-seater swept-back limousine, face-forward occasional seats; £725.  
**G** N.W.1. Euston 4466. (C5023)  
**1939** Wraith Sedan, very modern looking, razor-edge with boot, 56,000 miles, overhauled; £2,000.—Box 7248.  
**1934** 25hp Rolls-Royce Gurney Nutting, owner-driver saloon, with boot, exceptionally pretty car one owner since new.  
**1933** 25hp Rolls-Royce 7-seater limousine, black, blue leather throughout, 36,000 miles only, one owner, one chauffeur.  
**R** C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4604.  
**R**OLLS-ROYCE 20/25 limousine, series G.O.S., first registered 10/2/32, fitted division and face-forward occasional seats, very sound; £325.  
**C** & W. MOTORS, Ltd., Queens Head Garage East, 8, End Rd., N.1. Finchley 6256 (3 lines). (C1061)  
**1936** Rolls-Royce 25/30 Arthur Mulliner saloon, 50,000 miles; reasonable offer to Mrs. Stacey. "Griffers", Curbar, via Sheffield. (2955)  
**£450**—1932 Rolls-Royce 20/25 7-seat limousine, black, good condition.—Darford Motors, Ltd., Heath Lane, Dartford, Tel. 2023 4242. (C3017)  
**1933** 20-25 Rolls-Royce black sports saloon, Crosbie & Dunn, modernised body, excellent condition, available for trial.—Lyndhurst 9. £550. (3051)  
**R**OLLS-ROYCE 1936, June, Phantom III Hooper landaulette, fitted invalid chair, mileage 54,000, Neave & Son, Abbey Lane, Leicester 62541. (2976)  
**V**INTAGE AUTOS—We specialise in the older type Rolls; always a good selection at competitive prices.  
**—66**, London Rd., Tooting, Tel. Mitcham 5951. (C4039)  
**E**DWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth, (Tel. 1972-51) officially appointed Rolls-Royce retailers and repairers reliable used cars in stock.  
**1933** Continental Phantom II Classic Barker Martin 2-door, 2 owners, total mileage 75,000; £750.—Box 7251. (3035)  
**R**OLLS-ROYCE 20, 25 and 50hp owner-driver saloons, also limousines at specially low prices.—Claude Burroughs & Co., St. Peter's Garage, St. Peter's, Hammersmith, Riverside 7644. (2867)  
**1930** Rolls-Royce 20 25hp Tickford collapsible head 4-door coupe, in exceptional condition, licensed; £395.—Write Box 590, Hays, Cecil Court, London, W.C.2. (C2050)  
**1937** Rolls-Royce 7-seater limousine by Hooper, engine guaranteed.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1553 or 1709. (C1059)  
**£225**—Rolls 20 Barker tourer, moderate mileage, three speeds, f.w.b., 50 years old but complete, sound, economical and serviceable in all respects.—Baker, Highlands, Bucklebury, Berkshire. (3076)  
**1935** Rolls-Royce, Barker body, specially adapted for Continental touring, 29,800 miles; £675.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)  
**R**OLLS-ROYCE limousine, 1957-8, 30hp, Park Ward body, 7-seater, all forward, leather upholstery, partition, excellent condition.—Apply Postcard, Mersey Bank, Fielden Park West, Didbury, Manchester, 20. (2949)  
**H**EARNE 1935 Phantom II Deluxe 1955 partitioned 6-Beater Coachwork, exclusive equipment, reasonable cost, illustrated brochure despatched. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006/2)  
**R**OLLS-ROYCE 1933 owner driven Park Ward saloon, black, original in every way, in beautiful condition, no division, large boot; £550.—Managing Director, Mancuna Engineering, Ltd., Lion St., Miles Platting, Manchester, 10. (5000)  
**L**AWTON-GOODMAN, Ltd., offer 40-50hp Phantom II large ambulance, make good caravan, £145; Phantom II tourer, £125; 25hp Phantom limousine, forward seats, leather upholstery, £395; exchanges; 135, Cricklewood Broadway, N.W.2. (C2022)  
**O**WNER-Driven, 1930/30hp, Series GGR, swept tail 4-light Barker Saloon (no partition) mileage 19,000, leather throughout, carefully maintained, excellent history, £1500.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006/1)

## ROLLS-ROYCE

**J** B  
**J**ACK BARCLAY, Ltd.  
**L**ARGEST official retailers of Rolls-Royce and Bentley. Please write for stock list, example: 1947 Silver Wraith Rolls-Royce sports fixed head saloon coupe by James Young, black with beige leather upholstery, mileage 45,000; price £2,600.—Jack Barclay Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. May. 7444. (C1084)  
**1934** (Dec.) Rolls-Royce 40 50 7-passenger limousine, black Mulliner body, very good condition throughout; £450, or near offer; exchanges, hire purchase.—B. & H. Motors, 1464-8, Hill Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. (C1020)  
**1948** Rolls-Royce Silver Wraith Park Ward owner-driver saloon, black, brown hide, sun roof, heater, radio, 51,000 miles, magnificent condition throughout; £2,850; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay 4274. (C4055)  
**A**RGHIE SIMONS & Co., Ltd.—1954 Rolls-Royce 20 25 7-passenger limousine, coachwork by Hooper, black, face-forward occasional seats, excellent tyres, fitted discs, extensive overhaul recently carried out, good proportion for the hire trade, £575.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)  
**T**HE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Low Heath (adjacent to Clavering Airport); Clavering, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex, Tel. Crawley 437. (2988)

**R**OLLS-ROYCE 1947 Silver Wraith, 1937 Windover Phantom III 7-seater, 1937 shooting brake, 1935 Freestone & Webb, owner driver, and 1932 Phantom II, £2,695, £1,095, £1,245, £1,175 and £575.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. (C4062)  
**1937** 25-30hp Mulliner semi razor edged owner-driver saloon, chassis No. GWN5, 55,000 miles, meticulously and continuously maintained by Rolls-Royce Service Dept., including engine rebore at £4,000; opportunity for anyone desiring a really outstanding example of this fine marque; extras include radio and heater; car can be inspected in London or Home Counties by arrangement, offers around £1,500 will be considered; Tel. Elstead 2110. (2863)  
**A** & S display selected Rolls-Royce Limousines, moderate mileages. (Competitive prices).  
**L**ANDAULET 1935, 50hp Hooper, partitioned, 4-door, swept tail, black, beautiful order, opportunity, £1,145.  
**L**IMOUSINE 1936 (mileage 33,000) Phantom III (solid chassis), Windover, 4-door, 1950-condition throughout, magnificent carriage.  
**A** LPE & SAUNDERS always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair 2941. (C1006)  
**R**OLLS-ROYCE Cars Wanted

**C** M  
**T**HE CAR MART, Ltd., wish to purchase Rolls-Royce owner-driver Hooper House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 5454. (0970/R)  
**J** MARSHALL.  
**W**ANTED, Rolls-Royce 22 22 and 20 25, all types of coachwork, any condition.  
**J** MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2569. (0498/R)  
**20/25** or 25/30 Rolls required.—Cochematt, Elm Rd., Evesham, Tel. 6539.  
**A** & S always purchase 7-passenger 25/50hp Limousines also Coupes and Saloons with boot.  
**A** & S urgently require Phantom II private Limousines, also Phantom III sports Saloons.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)  
**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Han. 6041. (W4074)  
**P**ERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Kain 4841 or—  
**107**, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)  
**J**ACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. (W3050)  
**A**LL Rolls-Royce owner-driver saloons, 1954 to 1955, urgently wanted.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. (W4064)  
**T**HE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (7545)  
**C**HARLES FOLLETT, Ltd., officially appointed repairers and repairers, buy good late cars.—18 Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.3. Tel. Cunningham 5936-7-8. (0597/R)

**R**OLLS-ROYCE Spares and Service  
**J**ACK BARCLAY, Ltd.,  
**L**ARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.  
**W**ORKS.—Lombard Rd., Morden Rd., Merton S.W.18. Liberty 7222 (3 lines). (51063/R)  
**C**HARLES FOLLETT, Ltd., officially appointed retailers and repairers.  
**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.  
**S**PARE parts.  
**S**ERVICE: Barnsdale Yard, off Elgin Avenue, W.3. Tel. Cunningham 5936-7-8. (0514/R)  
**M**ERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works, Director, W.1. Tel. Wilton, Merchiston Mess, Edinburgh, 10. Tel. Jubilee 709. (0567)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Relia-Royce Spares and Service**  
JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—16, Providence Court, W.1. (S3030/R)

**ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 49, Westow St., Crystal Palace, S.E.19. Liv 3562. (10064/R)**

## ROVER 10

**CAMDEN MOTORS**—Rover 10 saloon de luxe, 1939, rear boot model with disc wheels like 1947 series, coachwork just repainted dark blue, all fittings re-chromed, new tyres all round, an excellent specimen; £425.

**CAMDEN MOTORS**—Rover 10 saloon (January, 1947), fitted heater and Regency tailored seat covers, original makers' cellulose, beautifully maintained and devoid of blemish except for one or two minute scratches on boot lid, which only serve to accentuate the genuine overall condition of the car, total recorded mileage 29,450 (carefully done), new set of tyres done 6,000 miles only; £295.

**CAMDEN MOTORS**—Rover 10 saloon, choice of two 1951 saloons, in running order, £425 each. (C1035)

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

**625**—Rover 10, December 1947, de luxe saloon, black, sliding head, blue leather, radio and heater, one careful owner, good tyres, exceptional condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## ROVER 12

**DICKS**.  
**1946** Rover 12 saloon, works maintained; £595.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6688-9. (C1072)

**KAR SALES OF ROHAM** offer:—

**1936** Rover 12 saloon, bargain; £195.—High St., Egham 5313/2. (C2056A)

**£398**—Rover 12 1939 4-dr. saloon, excellent car mechanically, good cellulose, choice of 10. **BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.1. Park 5566-7. (Soyds Holland Park Tube.) Exchanges h.p. (C1017)

**1935** Rover 12, reconditioned engine, maker's £125 overhaul recently, far above average; £195.—Tel. Cambridge 3664. (C1045)

**1946** Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) (C2050)

**1936** Rover 12 sports saloon, well above average; £185, H.P. and exchanges.—Roya Automobiles, Ltd., 127 Parkway, N.W.1. Euston 2700 and 8894. (C3059)

**165**—Rover 12, 1936 sports saloon, grey, sliding head, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1946-7** Rover 12 saloon, finished in unblemished black with brown leather interior and carpets to match, fitted new heater, excellent tyres, full and comprehensive tool kit, taxed, mechanically in excellent condition, any trial or examination, a really excellent example of "One of Britain's Fine Cars", free delivery; £525; terms, exchanges.

**MAIDSTONE ENGINEERING CO.**, Cross St., Pendleton, Salford, 6. Manchester. Pen. 3457. (C3000)

**£645** delivered and registered March, 1948, a most immaculate example of this rare series, beautiful coachwork with rich leather upholstery, disappearing hood, all-over tonneau cover, twin Melitones and sun-lights, mechanically this is one of the very finest post-war Rovers it has ever been our pleasure to handle, its road performance cannot fail to satisfy discriminating enthusiasts.

**£395**—Rover 12 saloon de luxe (January, 1940), pale black with red leather interior, seat covers, pash lights, etc., good appearance and in particularly sound mechanical order.

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

## ROVER 14

**GARAGE SERVICE CO., Ltd.**  
**1940** Rover 14 6-light saloon, black, blue leather, radio, licensed to December, 1953, good mechanical and coachwork condition; £375. (C2019)

**1081**—Green, N.W.11 Speedwell 8692. (C2019)

**OVERSEAS CARS, Ltd.**, offer:—

**1947** (August) Rover 14 saloon, black, excellent condition throughout; £625.—For other Overseas car bargains see page 61.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3051)

**KAR SALES OF SOUTH HARROW** offer:—

**1947** Rover 14, immaculate throughout; £615.—50/56, Northolt Rd. South Harrow. Byron 5544. (C2056)

**1939** Rover 14 saloon, guaranteed; £285; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. (C3029)

**£265**—1939 Rover 14 saloon, unused, reconditioned terms.—Autoships, 5, Balham High Rd. Balham 1509. (C1002)

**CASS'S MOTOR MART**—1939 Rover 14 super sports saloon, black, superb condition, written guarantee.—S. Warren St. W.1. Euston 4110. (C1040)

**1940** model Rover 14hp saloon, 4-light, in very good order; £375.—George Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. (C4059)

**1938** Rover 14 saloon, reconditioned engine, immaculate, guaranteed; £390; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4038)

## ROVER 14

**1938** Rover 14 saloon, 6-light, thoroughly recommended; £345.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

**CAMDEN MOTORS**—Rover 14hp sports saloon, 1940, identical in every respect to 1947 model, £70 reconditioning carried out this year alone, exceptional bargain; £395.

**CAMDEN MOTORS**—Rover 14hp saloon de luxe, 1947, condition far in advance of average for the year, original cellulose remarkably well maintained, all chrome and interior excellent, engine just had major works inspection and passed 100%; £275.

**CAMDEN MOTORS**—Rover 14hp sports saloon, 1938, four-light model with attractive body lines, original makers' cellulose dull in places but coachwork sound generally, good performance and very good tyres; £295.

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

**SCARCE** model, 1939 (April) Rover 14 drop head 4-seater sports coupe, black and chromium with green leather, particularly attractive example; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. (C2002)

## ROVER 16

**ROUNDAABOUT** offer:—

**1947** model Rover 16, first registered January 1948, black with brown leather upholstery, exceptional condition; £625.

**ROUNDAABOUT GARAGE**, Western Ave., Greenford, Middx. Warklow 1071-5. (C3058)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1947** Rover 16 saloon, radio, spot lamps, and in immaculate condition throughout; £625.—Hendon 8084-5. (C2034)

**1938** Rover 16 saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4834. (C1010)

**1947** Rover 16 sports saloon, black, green leather, 19,000 miles, an exceptional car; £635.

**W. J. BROWN, Ltd.**, Established over 30 years.

**339**, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**£365**—Rover 16 saloon, late type model 1939, with disc wheels and identical body styling to 1947, a good sound example in above average mechanical condition, engine uses no oil, brakes and steering spot of color dark blue.

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

## ROVER 20

**£315**—Late 1938 Rover 20 sportsman's four-light saloon, rather scarce model with most impressive performance, many extras and special features, Ace rimblashers, heater, etc., very good coachwork, fine quality leather upholstery, an ideal car for fast touring.

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

## ROVER 60 &amp; 75

**H. BEART & Co., Ltd.**, offer:—

**1951** (May) Rover P4 saloon, fitted H.M.V. radio, black with grey upholstery, genuine small mileage and carefully maintained by one owner since new; £1,065.—102, London Rd., Kingston-on-Thames. Tel. 3346. (C1061)

**H. M. BENTLEY & PARTNERS, Ltd.** offer:—

**1952** (October) P4 Rover 7,000 miles, radio, loose covers, etc.; £1,275.

**1951** P4 Rover, 22,000 miles, one owner; £1,075.

**9**, Albemarle St., London, W.1 Tel. Grosvenor 3551. (C1018)

**BROOKLANDS**: Individually, new and used cars.

**FIRST** registered January, 1952, Rover 75 saloon.

**1950** Rover P4 saloon, 15,000 miles.

**103**, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

**1951** Rover P4 saloon, black, 14,000 miles, one owner as new; £1,135.

**RIPCO, Ltd.** (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Rovent 2932-4. (C3082)

**1953** Rover, grey, 900 miles only; £1,350.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4036)

**GUY ALFRED & Co., Ltd.**—1950 Rover P4, radio, heater, above average condition.—6-7, Warren St., W.1. Euston 3266. (C1005)

**1950** (May) Rover 75 P4 saloon, black/grey upholstery, one (Q.C.) owner carefully kept; inspection Cheisea; £975.—Flax 5481. Box 7179. 2951

**1948** Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.—Tidford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 336. (C4029)

**1952** Rover P4, black with green leather, radio and heater, 12,000 miles, definitely unblemished condition; £1,250.—Cox's Motors, Conduit St., Leicester 60319. (C1059)

**1952** Rover P4 saloon, black with red hide interior, radio and heater definitely as new; £1,150; would consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Gorring-by-Sea 42131. (C4027)

**CAMDEN MOTORS**—Rover 75 saloon (December, 1948), beige with brown leather, heater, H.M.V. radio, seat covers, original and very beautiful condition with a genuine low mileage, £795; also a slightly earlier registration 75 saloon in green with heater at £765; and a 1949 model Rover 75 sports saloon.

**CAMDEN MOTORS**, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

**ROVER 60 & 75 Cars Wanted**  
**PRIVATELY OWNED** Rover P4, 8, Brae Court, Kingston Hill, Surrey. Tulse Hill 2765. (W2037)

## LAND-ROVER

**OFFERED BY:—**  
**EVANS (WIMBLEDON), Ltd.**—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon) Ltd., Main Dealers, Alexandra Rd., Wimbledon 0163/4. (1140)

**£310**—1949 model, low mileage, first class mechanically and in appearance, new canopy.—Major Barber, 10, Sussex Mews East, London, W.2. Pad. 8659. (5114)

**Land-Rover Cars Wanted**  
**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**HARVEY HUDSON, Ltd.** (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0956. (W2039)

## ROVER MISCELLANEOUS

**HENLYS, Ltd.**

**ENGLAND'S Largest Rover Distributors**

**DEVONSHIRE** House, Piccadilly, W.1. (Grosvenor 2227)

**HENLY** House, 385 Euston Rd., N.W.1. (Euston 4444)

**DEPOTS** at:—

**MANCHESTER** (Blackfriars 7848)

**Bristol** (Bristol 21326)

**Bournemouth** (Bournemouth 6314)

**NORTHAMPTON** (Northampton 907)

**CAMBERLEY** (Camberley 77)

**HOUNSLOW** (Hounslow 3454)

**FINCHLEY** (Finchley 0081)

**GREAT West Road** (Ealing 3477)

**CAMDEN TOWN SERVICE STATION** (Gulliver 4141)

**HENLYS, Ltd.**, England's Leading Motor Agents. (1029/R)

**£185**—1934 Rover 10hp 4-door saloon in true Rover condition; £75.—Below.

**£295**—1935 Rover 14 4-door sports saloon, extensive overhaul recently; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**BEARTS** of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3346. (1060/R)

**Rover Miscellaneous Cars Wanted**

**THE CAR MART, Ltd.**, wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5434. (0971/R)

**ROWLAND SMITH'S**, The Car Buyers. Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041.

**COOMBS & SONS** (GUILDFORD), Ltd.

**URGENTLY** wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0242/R)

**REALLY** good second-hand Rover required.—Cobb, 20, Harley House, N.W.1. (W1066)

**WALTON GARAGE** (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. (0816/R)

**REQUIRED** immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. (W2000)

**BLAKES**, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (7736)

**LOW** mileage post-war Rover wanted.—Bloxxam, Whiteweb, Chalfont St. Peter, Bucks. Pinner 494. (W1065)

**£1200** cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**H. F. EDWARDS** urgently require good Rover for immediate cash; distance no object, details please to.—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

## Rover Spares and Service

**LEIGH PARK MOTORS, Ltd.** Datchet Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (10047/R)

**LEATHWOOD'S GARAGES, Ltd.**, 203 St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. (0219/R)

**BARKING**—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd. 105-7 Longbridge Rd., Barking. Tel. Rippewas 1285. (0518/R)

**DAVID ROSENFELD, Ltd.** Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester. 8. Tel. Trafford 2302. (0555/R)

## SIMCA

**BARTLETT**—Since 1951 special sports Farina coupe, 90 mph, 55mpg, as new; £1,250.—27a, Penbridge Villas, W.11. (C1013)

**1948** Simca 8 de luxe saloon, genuinely immaculate condition, recent overhaul, black with beige interior; £495.—Cole, 24, Buckingham St., W.C.2. Trafalgar 1537. (3064)

## SINGER

**1947** Singer 9 roaster, reconditioned engine, H.M.V. radio, excellent condition.—Fraser, Horngate, Ulverscroft, Leicestershire. (5177)



Anton Buzzard, Bedfordshire. Tel. 2050. (C1045)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**M** G. Midget Rhp 1931 2-str. sps., in outstanding mech. condn., bodywork and interior far above average for the age, good proposition for the young enthusiast; 90c. Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [C1041]

**1930** Alvis Silver Eagle 16.95 tourer, splendid condition, 5,000 miles since rebore and overhaul by masters; new hood, a splendidly preserved example of this fine vintage machine, £150.—Marston, Tree Oaks, Dunham Rd., Bowdon, Cheshire. [2927]

**1952** Ford Special, very attractive, professionally built 2-seater sports body, new tyres, overize rear, supercharged engine, giving excellent performance, also unsupercharged attachments giving great economy; £250.—Lowe, 172, Coombe Lane, Kingston, Surrey, Maiden 5026. [19043]

**£245**—Talbot 105 speed model 1937 open 4-str., full all-weather equipment, recirculated Le Mans green, chrome fittings, otherwise original, one owner since 1945, small total mileage, probably the finest example in existence.—Fleet, 24, Lake St., Leighton Buzzard 2172. [3189]

**JOHNSON & BROWN** offer: Riley 12.4 Lynx tourer, £245; Rover Speed 14 1950 saloon, £195; Bugatti type 45A 2-seater roadster, £295; Bugatti type 50 supercharged roadster, £795; Bentley 5-litre short chassis 1925 drop head coupe, £295; Frazer Nash-B.M.W. type 328 2-seater, 1946 reg. £520; Frazer Nash-B.M.W. 519 2-litre drop head, £145.—Fingers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 2322. [C3049]

## Sports Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

**£400** cash for 8-litre Bentley short chassis drop head coupe.—Box 6947. [2392]

**PERFORMANCE CARS** urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 9841; or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

**A** UTOBONDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Autobonders, Ltd., Lowther Garage, Ferry Rd., Baines, S.W.15. Riverside 6496. [0755/R]

## STANDARD 8

**G** ATEHOUSE offer:—**1948** Standard 8, choice of two, black; from £315.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021]

**C** OACHCRAFT offer:—**£325**—(August) 1947 Standard 8 de luxe saloon, 20 odd thousand miles only, superbly maintained and practically as new in every way; 3 months' written guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6559. [C1053]

**K** AR SALES OF EOHAM offer:—**1947** Standard 8 drop head coupes; choice of two from £370.—High St., Egham 3151/2. [C2056A]

**£395**—Standard 8 1948 sal., original condition, small mileage, very well kept, choice 5 others. **B** ENNETT & CO., Clarendon Rd., Holland Park, W.11. Park 5066-7, (50yds Holland Park Tube). Exchanges, h.p. [C1017]

**1946** Standard 8 drop head, black, one owner, completely overhauled, £290.—Pickles, St. Albans 1431. [2964]

**T** ANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Belton. [C4025]

**T** ANKARD & SMITH, Ltd.—1940 Standard 8 saloon black/blue upholstery; £240.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025]

**£215**—Standard 8 saloon, 1939 model, first registered 1942, dark blue, well maintained, near offer considered.—Harrow 0303. [1029]

**1947** 2-door de luxe saloon black, excellent tyres, sliding roof, windscreen, demister, exceptional mechanical condition, one owner until 1953; £325.—Croydon 2555. [C1044]

## Standard 8 Cars Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard 8.—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

## Standard 9 Cars Wanted

**1938**—1939 Standard 9 wanted privately, must be really immaculate condition.—Write, giving particulars, all replies answered, Day, 16, Salters Hill, S.E.19. [3100]

## STANDARD 10

**K** AR SALES OF EOHAM offer:—**1935** Standard 10 saloon, exceptional condition; £165.—High St., Egham 3131/2. [C2056A]

## STANDARD 12

**1938** Standard 12 saloon, excellent condition throughout; £210.—G. W. WILKIN, Ltd., Lion Gate Hampton Court Mo, 6109. [C4053]

**1939** Standard 12, Ekco radio; £285.—Ace of Spades, Great West Rd., Hounslow 5476, (Osterley Station Tube). [C2050]

**S** TANDARD Avon tourer, 12hp, 1933, 50,000 miles, remarkable condition.—57, Park St. Lane, St. Albans, Herts. Park Street 2204. [3057]

**1948** Standard 12 drop head coupe, black with green upholstery, phenomenal condition; £450.—Comerford (c/o Davies Turner), Army and Navy Building, Greycoat Place, London, S.W.1. Tel. Tate Gallery 2819 (between 10 a.m. and 5.30). [3155]

**175** gns.—Standard Flying 12, 1937 model de luxe saloon, black, sliding head, green leather, very good condition; terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

## STANDARD 12

**£230**—1938 (Nov.) Standard Flying 12 de luxe saloon, grey, very clean condition; £90 down.—Bray Motors, 180-194, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1938** Standard 12, 4 de luxe saloon, excellent condition, choice of two; £195.—G. P. (Baltham), Ltd., 20, Baltham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024]

**1939** Standard 12 saloon, black, brown leather upholstery, a very clean car; £285, part exchange terms arranged.—Kings Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048]

## STANDARD 14

**SCOTT CARS** offer:—**1948** Standard 14 drop head, perfect condition throughout; £455.—SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100, 8676. [C4016]

**1948** Standard 14, grey/blue leather, reconditioned engine fitted, 36,000 miles only; £425.—DOUGLAS CAR SALES, 106-102, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C1075]

**1948** Standard 14hp 4-door saloon, black and brown interior, really carefully used, excellent condition; £425.—Kings Motors, 1, High St., Hounslow, Tel. 3552. [C2049]

**1939** Standard 14 black saloon, very nice car, carpets, leather upholstery, as new; £245; h.p. on any car.—Thomas Motors, 117, London Rd., Kingston 8415. [3138]

**£295**—1939 Standard 14 touring saloon, very well maintained, recently recirculated; terms, exchange.—C. S. Hail, Ltd., 302, King St., Hammermith W.6. Riverside 2881. [C2031]

## STANDARD VANGUARD

**R** AYMOND WAY, of Kilburn. **R** AYMOND WAY, The Hire-Purchase specialists.

**1950** Standard Vanguard saloon, radio, heater, one owner, 29,000 miles, carefully driven and maintained, choice of 7 others; 510 guineas. **H** IRRE Purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**R** AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6034 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards) [C4047]

**B** J. HUNTER, Ltd., offer:—**1950** Vanguard saloon, fitted radio, heater, leather upholstery; £525.

**B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**T** OM GARNER, Ltd., offer:—**1952** Standard Vanguard saloon, Comet blue with red upholstery, 2,000 miles only, £795.

**1952** Standard Vanguard estate car, Comet blue with red leather, heater, radio, 10,000 miles only, £895.

**T** OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**H** A. SAUNDERS, Ltd., offer:—**1952** Standard Vanguard saloon, black with fawn leather upholstery, heater, recorded mileage 13,500; £715.

**836**—842, High Rd., N.12. Hillside 0024. [C2067]

**N** AYLOR & ROOT.—1951 Standard Vanguard, black/red leather, low mileage, fastidiously maintained; £655.

**1953** Standard Vanguard Mk. I, grey/red leather, radio, heater, 1,000 miles only, a delight to behold; £795, written guarantee.—25, East Hill, Clapham Junction, S.W.18. Batt. 5252. [C2022]

**1953** two weeks old Standard Vanguard saloon, Phase I, under 100 miles, also Phase II saloon.—Weybridge 600. [C4023]

**£625**—Vanguard saloon, 1951, carefully used and fastidiously maintained by one private owner, leather interior, nominal mileage.

**C** AMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041, Open till 8 p.m. Write for catalogue. [C1035]

**1952** Standard Vanguard, carefully used; £690.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

**1953** Standard Vanguard saloon, 200 mls. only; £825.—Green & Zonis, Ltd., 246/252 Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028]

**1950** Standard Vanguard Estate car, 24,000 miles, one owner, fitted radio, heater; £625.—Anthony Crook Motors, Ltd., Caterham 2232. [C1063]

**1951** Vanguard, under 10,000 miles, blue leather, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. (The Hill) 4488. [C3016]

**1952** (May) Vanguard saloon, heater and radio, black, one owner, 3,000 miles only; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

**1949** (October) Standard Vanguard, grey, heater, leather, new battery 30,000 miles, one owner, unused since October, excellent condition, taxed; £460.—Keams, Raylands, Waterfoot, Lancs. [2920]

**£585**—1950 (October) Standard Vanguard, maroon, radio and heater, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

**1951** Standard Vanguard, black, radio and heater, leather, new battery 30,000 miles, one owner, unused since October, excellent condition, taxed; £460.—Keams, Raylands, Waterfoot, Lancs. [2920]

## STANDARD VANGUARD

**V** ANGUARD, overdrive, heater, radio, 25,000, green/red upholstery, original condition, spare tyre under regular and meticulously serviced, £525.—Bartlett, 27a, Pembridge Villas, W.11. [C1013]

**£420**—1949 (October) Standard Vanguard saloon, green, red leather, 36,800 miles, appearance and mechanical condition excellent, taxed year.—Minney, 145, Kingsley Rd., Northampton. [2977]

**1950** model Standard Vanguard saloon, black, radio, heater, 35,000 miles, one owner, as new, £535.—S. C. Butfield, "Westwinds," Avignon, nr. Lydney, Glos. Tel. Whitecroft 308, or after 7 p.m. Netherend 227. [2904]

**J** ACK ROSE, Ltd., offer: 1953 Phase II Vanguard saloon with extras, one week old, 200 miles only, in black, accept £510, also 1953 Phase I, in grey, with extras, 200 miles, accept £790, or exchange.—Stafford Rd., Wallington, Surrey, Wallington 6877/8. [C3056]

**1950** (June) Standard Vanguard, maroon, fawn interior, radio, heater, loose covers, one owner, believed quite the best example available at £335, many others, exchanges, deferred terms.—John S. Trustcott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

**595** gns.—Standard Vanguard, 1951 saloon, black, fawn upholstery, push-button radio, heater, nylon plaid loose covers, one owner, excellent condition; terms, exchange; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

**1951** Vanguard, one owner, leather, heater, mileage 18,000, most immaculate coachwork, spotless interior, faultlessly maintained, sparkling performance, throughout irreproachable, exceptional value; 565 gns, terms, exchange; Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hamstead 0087-9. [3149]

## Standard Vanguard Cars Wanted

**P** RIVATELY owned Vanguard.—S. Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. [W2057]

**R** OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

**£675** cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [W3016]

**C** A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 3051. [W3053]

**W** ANTED.—Vanguard saloons, in good condition.—Blue Star Garage, 63, Fortune Green Rd., West Hamstead, N.W.6. Ham. 2211. [W4051]

## STANDARD MISCELLANEOUS

**S** ALES, service, spares. **S** TANDARD and Triumph distributors for Crorden, Purley, Caterham, Epsom, Mitcham and Beckenham areas. **C** ARS AUTO SALES Ltd., Standard House, South End Croydon, Tel. Cro 6088-9. [10052/R]

## Standard Miscellaneous Cars Wanted

**C** M THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454. [0975/P]

**R** ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

**W** ALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 293. [0819/R]

**S** TANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

**M** ARSTON MOTOR CO., Ltd., for your Standard.—N.15. Tel. Sta. 6000—Seven Sisters Rd., Tottenham. [0181/R]

**H** F. EDWARDS urgently require good Standard for immediate cash; distance no object; details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 3400. [W4001]

**W** HY accept less for your Standard 8 or Vanguard saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006]

## Standard Spares and Service

**S** & T **S** TANDARD & TRIUMPH SALES Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Bondary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R]

**K** J MOTORS, Ltd., for spares, reconditioned units Gilling agents.—Bromley, Kent. Rav. 2436. [0367/R]

**S** TANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd. Leeds. 2. Tel. 29439. [0301/R]

**S** TANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. [5943]

**S** TANDARD spares, all models from 1935; replacement units; complete overhauls, recirculating—Puttocks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. [5941]

**S** TANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1935 onwards; quote commission number when ordering. **W** HITES GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [0475/R]

**S** TANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R]

**L** ANKESTER ENG. Co., Ltd. (distributors in Surrey & Kent since 1911).—Full range of spares; phone write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0266/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Standard Spares and Service

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all Standard and Triumph spares from 1952 onwards; engines a speciality. [0195/R]

**SPIKINS (TWICKENHAM), Ltd.**, 63-101, Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines, retail and trade; prompt postal service.—Tel. Pogegrove 1035-6-7. Telegrams: Spikins, Twickenham. [0544/R]

**HALLS (FINCHLEY), Ltd.**, have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R]

## STUDEBAKER

**1950** Studebaker r.h.d. 4-door saloon, low mileage, grey.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3, Kensington 4858. [C4028]

**1949** Studebaker Champion, first registered April, 1953, 2-door saloon, overdrive, fitted with all extras, 29,000 miles; this car is one of the most economical of all American cars and does 27mpg. [C4028]

**METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.5, Fremantle 5471. [C3064]

## Sunbeam Spares and Service

**COMPLETE CAR SERVICE, Ltd.**—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4, Tel. 4505. [0315/R]

## SUNBEAM-TALBOT

**KAR SALES OF EGHAM** offer:—  
**1947** Sunbeam-Talbot 2-litre saloon, showroom condition; £245.—High St., Egham S131 2. [C2056A]

**WARWICK WRIGHT, Ltd.**, offer:—  
**1952** Sunbeam-Talbot 90 convertible coupe, heater, black, 15,000 miles; £1,095. [C4045]

**1952** Sunbeam-Talbot 90 saloon, radio and heater, satin bronze, 7,000 miles; £1,075. [C4045]

**1951** (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £995. [C4045]

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761. [C4045]

**MEBES & MEBS, Ltd.** (Est. 1895), offer:—  
**1946** (August) Sunbeam-Talbot 10hp sports saloon, metallic grey, hide upholstery to match, coachwork, interior, mechanical condition and tyres excellent, heater, defroster, pass lights, taxed, £555.—The Broadway, Mill Hill, N.W.7, Tel. Mill 2040. [C3012]

**KAR SALES OF EGHAM** offer:—  
**1939** Sunbeam-Talbot 10hp drop head coupe, bargain; £335.—High St., Egham S131 2. [C2056A]

**H. M. BENTLEY & PARTNERS, Ltd.**, offer:—  
**1952** Sunbeam-Talbot saloon, 11,000 miles; £1,000. Albemarle St., London, W.1, Tel. Grosvenor 5551. [C1018]

**1952** series Sunbeam-Talbot 90 saloon, grey; £995. [C1018]

**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., N.W.1, Eus 6611. [C2023]

**1951** Sunbeam-Talbot 90 saloon, one owner, genuine low mileage, faultless; £875. [C3052]

**RIPCO, Ltd.** (Sunbeams purchased), 16, Albemarle St., Mayfair, London, W.1, Regent 2952 4. [C3052]

**1951** (October) Sunbeam-Talbot 90 drop head coupe, satin bronze with red leather, fitted heater, one owner since new, £795. [C4056]

**R. C. WIMBUSH, Ltd.**, 312, Earl's Court Rd., London, S.W.5, Fremantle 9401. [C4056]

**CAMDEN MOTORS**—Sunbeam-Talbot 90 drop head four-seater coupe, 1952, all usual extras, radio, etc., beautiful condition; one only at this price, £895. [C4056]

**CAMDEN MOTORS**—Sunbeam-Talbot 90 saloon, 1951 series model with improved suspension, metallic grey, built-in heater, wing mirrors, seat covers, one owner car; £845. [C4056]

**CAMDEN MOTORS**—Sunbeam-Talbot 90 drop head four-seater coupe, 1950, immaculately finished in pastel green, condition almost as new inside and out; £895. [C4056]

**CAMDEN MOTORS**—Sunbeam-Talbot 3-litre sports saloon, 1939, luxurious and handsome looking car with most impressive performance, ideal for fast touring, good engine and tyres; £295. [C4056]

**CAMDEN MOTORS**—Sunbeam-Talbot Specialists, Cleighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

**1951** convertible Mark II 90, absolutely as new, green, red interior, heater, best offer.—Coventry 3455 week-day, or 645, Yardley Wood Rd., Birmingham, Sunday. [2395]

**JACK ROSE, Ltd.**, offer 1950 Sunbeam-Talbot 90 saloon, one owner, very clean inside and out, open to any examination; accept £675.—Stafford Rd., Wallington, Surrey, Wallington 6677/8. [C3056]

**1949** (November) Sunbeam-Talbot 90 convertible coupe, black, fawn leather, loose covers, excellent condition; £645.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11, Speedwell 9873. [5116]

**ROY'S** offer 1939 Sunbeam-Talbot 10 drop head four-seater coupe, very smart with excellent performance, £335; also 1950 Talbot 10 sports saloon, £285; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8894. [C3056]

**£333 11**—This must be seen to be believed: '39/40 Sunbeam-Talbot 4-litre saloon with bodywork in genuinely showroom condition, inside leather magnificent and oh boy! what a smooth, silky, powerful performance; 3 months' guarantee; hire purchase, exchanges. [C2052]

**LAMBS, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

## Sunbeam-Talbot Cars Wanted

**C. THE CAR MART, Ltd.**, wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1, Euston 1212. [0516/R]

**R. ROOTES, DISTRIBUTORS.**

**REQUIRE** modern low-mileage Sunbeam-Talbot cars. [C4017]

**BIRMINGHAM**—Lower Temple St. (Central 8411).

**MANCHESTER**—129, Deansgate (Blackfriars 6677).

**MAIDSTONE**—(Maidstone 3553).

**CANTERBURY**—(Canterbury 3352).

**ROCHESTER**—(Chatham 2251).

**WROTHAM Heath** (Borough Green 4).

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1, Tel. Grosvenor 5401. [0111/R]

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3, Ham, 6041. [W4018/R]

**GUY SALMON AUTOMOBILES**

**PURCHASE** Sunbeam-Talbot.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [W4001]

**PHENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey, Vigilant 1121. [W5044/R]

**WALTON GARAGE (STAFFORD), Ltd.**, will buy for cash.—Walton, Stafford, Milford 295. [0857/R]

**RICHARDS & CARR** buy Sunbeam-Talbots.—35, Kington St., Wilton Place, London, S.W.1 Sloane 5424. [W5045]

**£800** £850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2, Tulse Hill 2676. [W5016]

**URGENTLY** required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441]

**BIRMINGHAM** and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham 2. [0089/R]

**CRIPPS**, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46361. [0465/R]

**H. F. EDWARDS** urgently require good Sunbeam-Talbot for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

## TALBOT

**105** Speed model.—See under Sports Cars, Advt. No. 3188. [3189]

**295** ins.—Talbot 10 1938 sports saloon, black, sliding head, brown leather, Ace discs, sound tyres, excellent condition, taxed, terms, exchanges.—Rowland Smith, below. [C4018]

**195** ins.—Talbot 10 (September, 1951) four-seater drop head coupe, black, grey leather, good condition, terms, exchanges, list; open 2-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Talbot Cars Wanted**

**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3, Ham, 6041. [W4018/R]

**Talbot Spares and Service**

**SPECIALISTS** in repairs to pre-war Talbots.—Hewitt and Gorden, Ltd., 289, London Rd., Croydon, The, 2022. [0926/R]

**JOHN BLAND** for Talbot, new water manifolds and pumps in stock.—27, Southfields Rd., S.W.15, Vandyke 1612. [0896/R]

**GEARS**, parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3, Prim 2647. [3801]

**LARGE** stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, E.E.27, Gipsy Hill 0152. [0964/R]

## TERRAPLANE

**1938** Terraplane 17hp; £500 o.n.o.—Horton, 57, Broomwater, Teddington, Kin. 2655. [3005]

**ELITE MOTORS** offer:—  
**1946** (October) Triumph 1600 Roadster, grey, blue, radio, really smart appearance; £495. [C2005]

**1951** Triumph Roadster, radio and heater, maroon/beige, one owner, showroom condition throughout; £660. [C2005]

**1938** Triumph Dolomite 14/60 sports saloon, twin windomers, twin spot lamps, reconditioned in black, very attractive appearance, far above average mechanically; £295. [C2005]

**ELITE MOTORS**, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

**TOM GARNER, Ltd.**, offer:—  
**1949** Triumph 2000 razor edge saloon, black with beige upholstery, 25,000 miles; £655. [C2020]

**1953** Triumph 2-litre Roadster, gunmetal with grey leather, heater, radio, 200 miles only; £1,205. [C2020]

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2, Blackfriars 9245-6-7. [C2020]

**1950** (December) Triumph Roadster, heater, radio, one owner, very clean car; £725.—Blackbird Hill Garage, Blackbird Hill, N.W.9, Colindale 6154. [2934]

## TRIUMPH

**B. J. HUNTER, Ltd.**, offer:—  
**1949** Triumph 2000 coupe, very fine car, superb condition, £625. [C2006]

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2006]

**SLOCUMBS, Ltd.**, Willesden 4669.

**1948** Roadster 1800, in black with new hood, fitted radio, and heater and in fine order throughout; £545, or insured h.p. terms, part exchanges cars or motor cycles, we close at 7.40 p.m.; write, call or telephone.—Slocombs, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017]

**PHILIP RICKARDS, Ltd.**, offer:—  
**1952** Triumph Mayflower saloon, grey, 5,000 miles; part exchanges, delivered terms.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. [C3051]

**MANN ROBERTSON & Co., Ltd.**, offer:—  
**1952** Triumph Roadster, made green with fawn leather upholstery, many extras including radio, heater, Rimbellishers, etc., 6,000 miles; £1,050. [C2006]

**14** Berkeley St., London, W.1, Regent 2075. [C2006]

**WARWICK WRIGHT, Ltd.**, offer:—  
**1952** Triumph Mayflower saloon, heater, blue, 6,000 miles; £615. [C4045]

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1, Mayfair 9761. [C4045]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—  
**1940** Triumph Dolomite drop head coupe, colour black, recently respayed; £325. [C1057]

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. [C4025]

**1949** Triumph Roadster 2000 model, finished metallic, bronze, red leather upholstery, speedo reading 15,000, carpets unmarked, lot property of a very fastidious owner and literally as new throughout; £675. [C4025]

**1949** Triumph Roadster 2000 model, metallic green, red leather, heater, very good order; £595. [C1091]

**1947** Triumph Roadster 1900 model, blue, blue leather, excellent order; £495. [C1091]

**1953** (April) Triumph Mayflower, 100 miles, list price.—Weybridge 600. [C4025]

**TRIUMPH ROADSTER 2000**, 1949, bronze, heater, 20,000 miles, new hood, beautiful condition, £595. [5157]

**1939** Dolomite 14hp, fitted Gloria d.h. re-registered 1952, taxed, best over £100.—52, Ames Wells, Caterham, Surrey. [5007]

**1947** Triumph Roadster, black, 50,000 miles only, one owner; £555.—Mann, 48, Forty Ave., Wembley, Arnold 4604. [C3017]

**1952** Triumph Mayflower, fitted heater, 9,000 miles only; £625.—H. C. Paul, Ltd., 32, Bruton Place, W.1, Mayfair 0821-2. [C3040]

**ROADSTER** Triumph 2000, 1949 (Oct.), spotless throughout; £595, or exchange saloon.—45, Ashre-hall Park, N.W.4, Hendon 1648. [2438A]

**1949** Triumph 2000 Roadster, very low mileage, beautiful in every way; £875.—Taylor & Cox, 48, Kensington Court, W.8, Western 6015. [C4056]

**1950** (March) Roadster, one owner, overdrive, heater, radio, covers, spare and tools unused, two spot lamps, Ace Rimbellishers, 15,000 miles; £750. [C4056]

**MATHEW BROTHERS**, Sandy Lane North, Wallington, Surrey, Wallington 4090, 8820. [2953]

**£298**—Triumph Dolomite sports sal., superb mechanically, bodywork excellent, tyres as new, a 1958 in 1948 condition; many others. [C1017]

**BENNETT, I.**, Clarendon Rd., Holland Park, London W.11, Park 5066-7, (5066a Holland Park Tube), Exchanges, h.p. [C1017]

**1951** (July) Triumph Mayflower, black/red, heater, mileage 8,000, one owner, as brand new; £555. [C2014]

**Bruce France**, 8A, Cromwell Mews, South Kensington, W.8 0515. [C2014]

**1948** Triumph 1600 Roadster, in blue, radio, excellent condition throughout; £495.—Peterdram Garage, Peterdram Mews, Queens Gate Place, S.W.7, Western 4107. [5184]

**1952** Mayflower saloon, dark green/beige leather, heater, 6,000 miles, indistinguishable from new; £625.—A. Peto, Ltd., 42, North Audley St., W.1, Mayfair 5091. [C3045]

**1951** (July) Triumph Roadster saloon, colour jade green, mileage only 18,000, as new, taxed; £745; exchange smaller car considered.—Major Barnes, 75, Cranmore Lane, Aldershot. [5061]

**1951** Triumph Mayflower saloon, blue with blue leather upholstery, 14,000 miles; £565.—Halls Finchley, Ltd., Odion Parade, North Finchley, London, N.12, Tel. Hillside 1044. [5141]

**PRIDE & CLARKE, Ltd.**—1951 Triumph Mayflower saloon, maroon/brige or black/beige leather, low mileage, radio, heater, £545, three months' guarantee, terms, exchanges, list.—257, Brixton Hill, S.W.2, Tel. 5664-5. [C3066]

**ROY'S** offer 1953 Triumph 16 Roadster, specially tuned, immaculate in every respect, fitted many extras and just passed A.A. examination; £350; also 1956 Triumph 16 Gloria sports saloon, fast, smart, £165; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8894. [C3059]

**WALTER SCOTT, Ltd.**—1951 (Sept.) Triumph Roadster, grey, grey leather, heater, speedometer 11,000 miles, meticulously maintained by one owner, quite indistinguishable from new car, outside £1,311; taxed December.—59, Collins Crescent, Hampstead N.W.3 (8818a Cottage Tube), Pri 5914. [C4006]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1800** Triumph Roadster, sound throughout and works replacement engine fitted, many extras: £500.—Goodwin, Gaitley Drive, Maghull, Liverpool. [2696]

## Triumph Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Triumph cars.—520 Euston Rd., N.W.1. Euston 1212. 10974/R

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumphs.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**G**UY SALMON AUTOMOBILES

**PURCHASE** Triumph.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [W4001]

**S**LOCOMBER, Ltd. Willenden 4869.

**WE** wish to purchase clean and genuine Triumph cars.—58-59, Dudden Hill Lane, N.W.10. [W4017]

**PRIVATELY** owned Renown.—5 Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**W**ALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 295. [0858/R]

**TRIUMPH** in good condition for cash.—Tel. Valentine 2094 or 4674. [W2016]

**M**ARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 9000.—Seven Sisters Rd., Tottenham, N.15. [0182/R]

**PERFORMANCE** cars urgently require Triumphs.—Great West Rd., Brentford, Middlesex. Ealing 8941; or—

**107**—New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041]

**£850** cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2476. [W3016]

**A** PRIVATE buyer requires a 1947 or 48 Triumph Roadster, any condition considered.—Tel. Leamington Spa 2885. [2961]

## Triumph Spares and Service

**S**TANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maids Vale 9114 (10 lines). [0597/R]

**B**ASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—141, Great Portland St., London, W.1. Lan. 7733. [0145/R]

**G**EARs, parts, reconditioned, guaranteed gear boxes (including Glorias), shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 6159. [0914]

**S**TANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499]

**TRIUMPH** spares for all post-war models, largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0555/R]

## UTILITY CARS

**C**YRIL SHEPPARD offers:—

**1952** Armstrong pick-up with 6 seats in cab, mileage 3,000, as new; £750.—Sheppards Hill, Reading. Sonning 2345. [2503]

**JACK STONE & SON** offer:—

**1948** Ford 10 5-seater coachbuilt body; 1947 Ford 8 5-seater metal body; 1946 Ford 10 5-seater coachbuilt body; 1936 Ford V.8 30 7-seater coachbuilt body; 1939 Ford 8 5-seater metal body; wooden utility bodies built to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021]

**R**OWLAND SMITH'S for utility cars.

**525** gns.—Alvis 14, November 1947 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

**425** gns.—Jowett Bradford, November 1951 utility de luxe, Catalina tan, chromium plated fittings, sliding glass side windows, one careful owner, 13,000 miles, good tyres, exceptional condition, taxed, cost £725; terms, exchanges.—Rowland Smith, below.

**325** gns.—Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**165** gns.—Jeep (Ford), registered August 1946 coachbuilt utility, maroon, bench seat, drop tailboard, spare wheel, very good condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1952** Bradford de luxe utility, 4 seats, 3,000 miles only, as new.

**G** W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4055]

**1948** Hillman Estate car, excellent.—Autowork, Ltd., Winchester. Tel. 4634. [C1010]

**1949** Jowett Bradford de luxe utility, 4 seats, excellent order, £350.—Odeon Motors, Ltd., Bagdat 4100. [C3028]

**F**IRST registered 1946 Number 4-door Utility, excellent condition; £255.

**UNREGISTERED** Jeep, fitted most attractive new utility body, excellent condition throughout; £295.—Jacquerie, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

## UTILITY CARS

**F**ORD Mercury, reg. 1947, 8-seater brake, column gear change, right-hand drive; £220, or exchange (Land Rover)—Battersea 7557. [13044]

**B**RADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R]

**1949** Bradford utility, a very sound vehicle; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

**1953** Rolls-Royce 25hp, fitted new estate shooting brake, lavishly finished; offers invited around £1,050.—Frank Dale, 27, Hereford Sq., S.W.7. Pre. 5789. [C1067]

**R**OYs offer 2 good cheap coach-built utilities: 1939 Austin 10, £185; 1937 Ford 8, £115; h.p. and exchanges.—Rois Automobiles, Ltd., 127, Parkway N.W.1. Euston 2700 and 8594. [C3059]

**H**UMBER utility shooting brake Super Snipe, first reg. 1949, small mileage and very nice condition; £525, o.n.o.—Wards "Motolympia," Wexham (by Welshpool Station), Tel. 2027. [2943]

**1949** Jowett Bradford 5 months' grey, very clean, any inspection invited, 3 months' guarantee; £275.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

## Utility Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**WHY** accept less for your utility or estate car when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W3006]

## VAUXHALL 10

**K**AR SALES OF EGHAM offer:—

**1939** Vauxhall 10 saloon, exceptional condition; £545.—High St., Egham 3151-2. [C2056A]

**VAUXHALL** 10, grey, red leather, reconditioned engine, perfect; £330.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3005]

**M**AGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005]

**1953** Vauxhall 10, 1939 saloon, black, red leather, good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018]

## Vauxhall 10 Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## VAUXHALL 12

**1939** Vauxhall 12; £295.—St. Albans 2050. [C2012]

## VAUXHALL 14

**A**LLAN TAYLOR MOTORS, Ltd., offer:—

**1938** Vauxhall 14hp saloon; £225.

**H**IGH ST., Wandsworth, S.W.18. Tel. Vandyke 3433 (3 lines). [3146]

**1947** Vauxhall 14 saloon, J type, blue, brown leather upholstery, radio; £450.

**M**AYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

**1939** Vauxhall 14 J type, overhauled; £285.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

**£485** !!!—1947 (August) Vauxhall 14 saloon, black/brown leather, an exceptional one owner car.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

**R**OYs offer 1938 Vauxhall 14 saloon, excellent value and condition; £235; h.p. and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8594. [C3059]

**1947** Vauxhall 14 J type saloon, black/brown leather, radio, immaculate throughout; £495.—Bells Service Garages, 143, London Rd., Kingston-on-Thames. Kingston 1165. [C1016]

**£165** !!!—1937 Vauxhall 14 touring saloon, not a perfect specimen but quite a sound and economical runner, well shod and ready for immediate use; also a 1939 J type and two post-war J type saloons.

**C**AMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

**1947** Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038]

**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1949** Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1947** Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038]

**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1949** Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1947** Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038]

**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1949** Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1947** Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038]

**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1949** Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1947** Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038]

**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1949** Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1947** Vauxhall 14 saloon, sliding head, black, brown leather, all new tyres, taxed, one owner, genuine 22,000 miles, a really beautiful car.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2038]

**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

**1949** Vauxhall 14 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

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**325** gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

## VAUXHALL WYVERN &amp; VELOX

**T**OM GARNER, Ltd., offer:—

**1953** Vauxhall Wyvern saloon, black with brown upholstery, 250 miles only; £945.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5865-6-7. [C2020]

**H** A. SAUNDERS, Ltd., offer:—

**1951** Vauxhall Velox saloon, (new type body), black with brown upholstery, heater, recorded mileage 19,000. £775.

**836**—642, High Rd., N.12, Hillside 0024. [C2027]

**B** J. HUNTER, Ltd., offer:—

**1949** Vauxhall Velox saloon, fitted radio, heater, one owner since new; £550.

**B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**G**LANFIELD LAWRENCE offer:—

**1950** Vauxhall Wyvern saloon, black with brown leather, one owner, many extras, exceptional throughout; £575.—407, High Rd., N.12, Finchley 0091. [C2053]

**P**HILIP RICKARDS, Ltd., offer:—

**1953** (April) Vauxhall Wyvern, black brown, 600 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**K**AR SALES OF EGHAM offer:—

**1951** Wyvern, heater, as new; £680.—Below.

**1949** Velox, radio, heater, bargain; £515.—High St., Egham 3151-2. [C2056A]

**W**ARWICK WRIGHT, Ltd., offer:—

**1951** Vauxhall Wyvern saloon, bluish grey, 3,000 miles; £675.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

**1953** (May) Wyvern, 50 miles; £675.—Box 7244. [3026]

**1951** Vauxhall Velox, finished black, low mileage; choice of two.

**A**RLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [1057]

**1952** latest model Vauxhall Velox saloon, under 10,000 miles, heater, screen wash; £675.—Dobsons, Ltd., Staines, Tel. 801. [C1074]

**1952** Vauxhall Velox 18hp, grey with grey interior, nominal mileage, excellent condition; £625.—Robbins, East Putney. Tel. 4581. [C3010]

**1950** Wyvern, excellent condition, colour black; £545.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [3123]

**1950** Wyvern, metallic blue with brown upholstery, leather; £685.—British & Colonial Motors, Ltd., Kingston By-Pass, Escher, Tel. Emmerbrook 3000. [C2004]

**900** miles.—1953 Wyvern saloon, black brown leather; £685.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027]

**N**AYLOR & ROOT—1951 Vauxhall Velox, metallic-chrome grey, red leather, radio, heater, immaculate; £635; written guarantee.—25, East Hill, Clapham Junction, S.W.16. Bat. 2252. [C3022]

**1949** Velox saloon, black with brown interior, one owner fitted radio and heater, licensed to December, genuine mileage 19,000.—Dixons Garage, 182, West Hill, Putney, S.W.15. Putney 0396. [C1073]

**1949** model Velox saloon, exceptionally clean, well-kept car, heater, moderate mileage, sparkling performance, appearance, condition, beyond criticism; 465 gns; terms, exchanges.—Home & Overseas Motor, 160 Finchley Rd., N.W.3. Hampstead 0087-8-9. [2652]

**K**ENT 1949 (March) Vauxhall Velox saloon, finished black and chromium with brown upholstery and fitted with radio and heater, a quite immaculate and outstanding example, thoroughly recommended with written guarantee; £550; terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [C2029]

## VAUXHALL 25

**1939** Vauxhall 25 saloon, exceptional condition.—Autowork, Ltd., Winchester. Tel. 4634. [C1010]

## VAUXHALL MISCELLANEOUS

**S**HAW & KILBURN, Ltd., for Vauxhalls.

**I**T is important that the car you purchase is in excellent condition throughout.

**S**LECTION of such modern Vauxhalls at

**4**—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R]

**H**AMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Vauxhall Miscellaneous Cars Wanted

**C**  
**M**  
**T**HE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975/R]

**S**  
**H**AW & KILBURN, Ltd., Vauxhall main dealers.

**W**ILL purchase modern Vauxhall cars.

**4**—6, Berkeley Sq., W.1. Grosvenor 4326 [0018/R]

**R**  
**W**OLAND SMITH'S, The Car Buyers. Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**V**AUXHALL in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018/R]

**R**EALLY good second-hand Vauxhall required.—Cobb, 50, Harley House, N.W.1. [W1086/R]

**P**RIVATELY owned Vauxhall.—5, Brice Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037/R]

**W**ALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0889/R]

**R**EQUIRED immediately, good Vauxhall up to 14hp. —G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000/R]

**£800** cash waiting for best Vauxhall or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2670. [W2016/R]

**A**RLINGTON MOTOR Co. Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R]

**7**—SEATER private 1937/8/39 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1008/R]

**M**ODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0065. [0479/R]

**U**RGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R]

## Vauxhall Spares and Service

**C**  
**R**OYDON AUTOMOBILE COMPANY, Ltd.

**V**AUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford car.—

**B**EDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines) [0205/R]

**B**ROADWAY MOTOR Co.

**W**E specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

**G**EAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

**B**ROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberts 2494-5-6. Stores: Liberts 6368. Grams: Autospare Wimbles. [0635/R]

**K**J MOTORS, Ltd., for spares accessories, exchange units.—Bromley, Kent, Rav. 4458. [0385/R]

**V**AUXHALL guaranteed service units, delivery ex-stock all models from 1933, gear boxes, diffs, suspension units.—G. E. Neville & Son, Ltd., Mansfield. Tel. 562.

**S**KURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0965/R]

## VETERAN CARS

**W**ELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1675.—Buy and sell pre-1914. [0901/R]

## VINTAGE CARS

**D**ELAGE 1924 D.M. 6 21hp 4-str. sports tourer, hood, arrears, cover, complete, good condition; £125.—C. J. L., 10, Crawford Gardens, London, N.15. [11953/R]

## VOLKSWAGEN

**C**OLBORNE GARAGE, Ltd., Ripley, Surrey

**T**HE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises.—Tel. Ripley 2501. [0878/R]

**R**ICHARDS & CARR have choice of 2 good condition Volkswagens.—35, Kimmerton St., Wilton Place, London, S.W.1. Soane 5424. [C5045/R]

**V**&**F** MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—3a, Wetherby Mess, Earls Court, S.W.5. Fro. 4637. [0300/R]

## Volkswagen Cars Wanted

**V**OLKSWAGEN wanted for cash.—Valentine 2098 or 4674. [W2018/R]

**V**OLKSWAGEN required.—Richards & Carr, 35, Kimmerton St., Wilton Place, London, S.W.1. Soane 5424. [W5045/R]

## Volkswagen Spares and Service

**R**EPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers, 10, Winchester, Mexx, N.W.3. Prim. 6159. [0050/R]

**M**ONOS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Weibek 7980) branches have factory trained mechanics and offer you full service with repair and parts facilities. [0855/R]

## Willys-Overland Spares and Service

**J**ACK OLDING & Co. Ltd., Willys-Overland Distributors for the United Kingdom, Audley House, North Audley St. W.1. Mayfair 5242. [85030/R]

## WOLSELEY

**T**OM GARNER, Ltd., offer:—

**1952** Wolseley 6/80 saloon, moonstone grey with 1,000 miles only. £995.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-L-7. [C2020/R]

## WOLSELEY

**E**USTACE WATKINS, Ltd., the sole London distributors.

**1950** Wolseley 4/50 saloon, maroon, 10,000 miles, one owner.

**1950** 6/80 saloon, black, 18,000 miles, in excellent condition; also another in moonstone grey.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5961), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). [C9406/R]

## ACRES offer:—

**1952** Wolseley 4/50 saloon, finished grey with leather upholstery to match, this magnificent vehicle has been beautifully kept and maintained and is indistinguishable from brand new; first £875 net.

**ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002/R]**

**P**HENIX MOTOR Co. (SURREY), Ltd., offer:—

**1952** (Feb.) Wolseley 6/80 saloon, grey, grey leather upholstery, low mileage, fitted H.M.V. radio and heater, exceptionally well maintained car in every respect; one private owner. £950. [C944/R]

**P**HENIX MOTOR COMPANY (SURREY), Ltd., Station, Surrey. Valiant 1121. [C944/R]

**£165**—1937 Wolseley 18 saloon, clean car; terms. Autospins, 5, Balham High Rd., Balham 1509. [C1009/R]

**£265**—1939 Wolseley 14 saloon; also 1937 ditto, £165; terms. Autospins, 5, Balham High Rd., Balham 1509. [C1009/R]

**B**EARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 564. [C93-R]

**1939** Wolseley 14 saloon, exceptional condition; also 1936 model.—Autowork, Ltd., Winchester. Tel. 4834. [C1010/R]

**1940** Wolseley 14 saloon, tip-top condition; £500.—Williamson, 95, South Promenade, St. Ann's-on-Sea, Lancs. [C93-R]

**1951** Wolseley 4/50, 4,000 miles, metallic green, one owner, car, excellent order; £700.—Haskins, Ladbrooke 1155. [C9027/R]

**1936** Wolseley 14 sal., in very good condition; £140.—91, Gairrath Lane, Wandsworth, S.W.18. Battersea 5770. [C9462/R]

**C**ASS'S MOTOR MART.—1939 Wolseley 14/60 saloon, black, 32,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 5525. [C1040/R]

**£360**—1939 Wolseley 12/48 4-door de luxe saloon, black, brown hide, recent reconditioned engine, immaculate; £120 down.—Below.

**£245**—1937 Wolseley 14 de luxe saloon, black, brown hide, outstanding condition throughout; £100 down.—Below.

**£199**—Wolseley Daytona Hornet special sports sliding hood coupe, staggered radiator, stone-colored, outstanding condition; £100 down.—Boy Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/R]

**1951** (July) Wolseley 6/80 saloon, in grey, mileage under 15,000; £725.—E. G. Stearns & Co., Ltd., 250, Brompton Rd., Kensington, S.W.5. [5125/R]

**1950** (August) Wolseley 6/80 saloon, black, one owner, practically new condition; £645.—Dobsons, Ltd. (Wolseley Agents), Staines. Tel. 501. [C1074/R]

**1936** Wolseley 21 sal., excellent caravaning car; £230.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C94019/R]

**£575**—1949 Wolseley 4/50 saloon, one owner, immaculate.—The Grace Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C9065/R]

**R**OYS offer 1939 Wolseley 14 saloon, good and sound throughout; £295; h.p. and exchanges.—Roya Automobles, Ltd., 127, Parkway, N.W.1. Euston 2780 and 6884. [C9065/R]

**1937** Wolseley 25 saloon, literally outstanding condition; £295.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. [C1067/R]

**11000** miles (November) 1950, Wolseley 4/50, black with brown hide upholstery, one owner, just as new; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2681. [C2051/R]

**1937** Wolseley 14 saloon, original owner, meticulously maintained, in extraordinary original condition; £275, terms, exchanges.—H. Rose, The Lynch Garage, Opposite side entrance G.P.O. Uxbridge, Tel. 122. [C9265/R]

**ARCHIE SIMONS & Co., Ltd.—1939 Wolseley 12 saloon, colour black, brown hide upholstery, reconditioned engine recently fitted, an exceptional car in post-war condition throughout; £425.—59, Gt. Portland St., W.1. Lan. 1545. [C94017/R]**

**245**ms.—Wolseley Super 6, 1936 16hp de luxe saloon, blue, sliding head, blue leather, recent £30 overhaul, excellent condition, terms and exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C94018/R]

**J**ACK ROSE, Ltd., Wolseley agents and stockists, offer 1952 Wolseley 4/50 saloon in silver grey, positively unmarked inside and out, mileage 8,000; accept £995, best 6/80 models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5596/R]

**P**RIDE & CLARKE, Ltd.—1950 Wolseley 6/80 saloon, black/brown leather, heater, one owner, £559; 1947 14 saloon, black/brown leather; £459; 1947 18 85 saloon, black/brown leather, one owner, £599, 3 months guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C9066/R]

**L**IMOUSINE, 1950, 25hp, 4,000 miles only, immaculate, £1185, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/R]

## Wolseley 4/50 Cars Wanted

**C**  
**M**  
**T**HE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—529, Euston Rd., N.W.1. Eus. 1212. [0721/R]

## Wolseley 4/50 Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**W**ANTED, about 1950 Wolseley 4/50, preferably grey.—Sloman, 31, Ashford Rd., Bearsted, Kent, Maidstone 87362. [W5054/R]

## Wolseley 6/80 Cars Wanted

**C**  
**M**  
**T**HE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3484. [0722/R]

## Wolseley Cars Wanted

**R**  
**S**  
**R**OWLAND SMITH'S, The Car Buyers. Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**G**UY SALMON AUTOMOBILES

**P**URCHASE Wolseley.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001/R]

**P**RIVATELY owned Wolseley.—5, Brice Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037/R]

**W**ALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0889/R]

**B**LAKES Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [17727/R]

**7**—PASSENGER 1939-1944 private Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006/R]

**H** P. EDWARDS urgently require good Wolseley for immediate cash; distance no object, details please to 203, Great Portland St., London, W.1. Lashden 0012. [W2003/R]

## Wolseley Spares and Service

**W**OLSELEY spares and repairs.—Hansay Motors, Ltd., 242-246, High St., Barnet 5240. [10707/R]

**L**ARGEST and quickest spares service in the South of England.—Hevens Garage, Ltd., Reading. Tel. 4436. [10207/R]

**E**USTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Fleming 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0727/R]

**R** HARDY & SON, 55, Marylebone High St., W.1. Eibek 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R]

## MISCELLANEOUS CARS

**R**AYMOND WAY.

**R**AYMOND WAY, the hire purchase specialists.

**H**ERE are five cast-iron reasons why everybody's KILBURN WAY:—

1. 200 used cars under £400 always available.

2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unequalled hire purchase terms.

4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.

5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station). Buses 100 (150 yards). [0829/R]

**R**OBINS, 66, Upper Richmond Rd., Putney, always sell good cars; send for list; established 80 years. [C5010/R]

**L**IMOUSINES, mostly 7-seaters, Austin, Buick, Wolseley, Rolls-Royce, from £595.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. [C2022/R]

**W**EST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

**E**AST LONDON MOTOR MART, Ealing Rd., Great West Rd., E. Ealing, Middlesex. [C5041/R]

## Miscellaneous Cars Wanted

**R**  
**S**  
**R**OWLAND SMITH'S, The Car Buyers. Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**G**ATEHOUSE MOTORS

**A**RE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mos. 44-45. [C2021/R]

**I**f you wish to sell your car for cash, write, phone or call.

**G**EORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. [W4025/R]

**P**RIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R]

**N**AYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Humber, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25 East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturdays. [W3922/R]

## AMBULANCES

**A**MBULANCE, new and used, large selection.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. [M2022/R]

**M**OBILE CANTEENS, KITCHENS, ETC.

**M**OBILE canteens, kiosks, shops, etc. vehicles and trailers, largest selection in U.K.—Lawton-Goodman 135, Crickwood Broadway, N.W.2. [M2022/R]

## MOTOR CYCLES FOR SALE

**S** A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery, exchanges, hire purchase, everything for the motor cyclist.—54-56a, High Rd., Leyton, E.10. [0541/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## MOTOR HEARSES

**H**EARSES Supplied at trade prices direct from Builder to Buyer. Catalogues available.  
**S**TOCK includes new Austins 10hp and A.70, also Sheerline, Humber and Rolls-Royce.  
**B**ODIES Built to your special requirements. Address all enquiries.  
**L**PE AND SAUNDERS (COACHBUILDERS) LTD.  
 Station Approach, Kew Gardens Richmond TW9 1JH  
 (1915)  
**U**NUSED (one only) Humber Pullman Phase I deck-type hearse body by Barker; £950.  
**U**SED Humber Pullman Phase II with deck and bearer type bodies by Wilson & Stockall, Barker, Woodall Nicholson, Simpson & Slater, Jones Bros., limited number, £1,475.  
**R**OOTES, Ltd., 129, Deansgate, Manchester, 2.  
 (Tel. BIA. 6677.) (2572)

## MOTOR HEARSES

**M**ODERN streamlined hearse, chassis and body excellent; £585—S. J. Evans & Sons, Ltd., (12756) Merthyr Rd., Cardiff.  
**W**OODALL NICHOLSON, Ltd., build the best hearse in the country; second-hands usually in stock; established 1946—Well Lane, Halifax. Tel. 4251 (0795) R  
**C**ONVERTED Daimler hearse, reputed mileage 32,000. Condition and appearance outstanding, four new tyres, accept £140; room wanted—Sellers, 65, Bond St., Hinkley, Leicestershire. Tel. Hinkley 457. (3085)  
**T**HE superative hearse coachwork of Arthur Mulliner, Ltd., is available on the new Austin Sheerline I.w.b. chassis, new Humber Pullman chassis and the 10hp Austin chassis; full particulars and photographs gladly supplied on request—Arthur Mulliner, Ltd., Bridge St., Northampton. Tel. 907. (M5012) R

## MOTOR HEARSES

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**J**OWETT Bradford van, in primer, immediate delivery.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, W.C.2 Temple Bar 5588. (M1027)  
**F**ORD Thames 5 and 10cwt vans, new, for immediate delivery.—The Goldings Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basingstoke, Bas. 241. (2483)

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**GUY ALFRED & Co., Ltd.—1951 A40 van** (heightened plus finish, suitable gown, 13,000 miles only; 1945 Commer 25/30cwt van, super capacity (14hp), plain finish, fine order; 1951 Morris 10cwt J type plain, 15,000 miles only—6-7, Warren St., W.1, Euston 3269. (M1005)

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**J**AMES H. GALT, Ltd., Alvis Distributors for Scotland, 52 Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (0731) R

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**M** ANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.C. 19, Rus. 5874-5. (10855) R

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**DISTRIBUTORS** near Guildford and Woking.

**CLARKE'S OF PIRBRIGHT**, SEE under Jowett Classified. (101049/R)

**H. M. BENTLEY & PARTNERS, Ltd.**, 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (101018/R)

**GROSVENOR GARAGE (RFD), Ltd.**, Jowett distributors for West Yorkshire, Menningham, Bradford 25081 (16 lines). (102547/R)

**PRIDE & CLARKE, Ltd.**, Jowett main agents.—Exchange your car for the latest 1953 model; terms.—Stockwell Rd., S.W.9. Brixton 6251. (10147/R)

**KINGSTON-ON-THAMES**—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin Ltd., 1 Weston Park, Kingston 2241-2. (104055/R)

**RED CIRCLE, Ltd.**, area dealers for Jowett Javelin and Bradford commercial cars; sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1908/7595. (10504/R)

**EDINBURGH**—Distributors for Jowett Javelin and up-to-date sports service, factory-trained mechanics.—Eastern Motor Co., Ltd., 52 George St., Edinburgh, 2. Tel. Cen. 6294. (10689/R)

## KAISER-FRAZER

**KAISER-FRAZER** sales and service, Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Beeve Griffiths Ltd., Cammerell Green, London, S.E.5. Rodney 2201-6. (10596/R)



## NEW CARS FOR SALE

## LAGONDA

**PIPPBROOK GARAGE**—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 3691. (0159)

## LANCHESTER

**GUY SALMON AUTOMOBILES** offer:—

**NEW** Lanchester 14 saloon, to full maker's specification, immediate delivery at new reduced list price; £1,179/15/10.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-5. (N4901)

## LEA-FRANCIS

**WEST** Yorkshire distributors of Lea-Francis cars.—Marshall's (Hallifax), Ltd., King's Cross Rd., Halifax, Tel. 5034. (0470/R)

**J. O. ALEXANDER**, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester, Tel. Deansgate 4795. (0641/R)

**SOUTH** Wales.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glasfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20551). (N5306/R)

## M.G.

**ROWLAND SMITH'S** for M.G.

**ALL** models supplied, your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week days and Saturdays.—Rowland Smith, Harrods (Tube), N.W.3, Ham, 6041. (N4018)

**JACK ROSE**, Ltd., M.G. agents, can supply from stock.—Stafford Rd., Wallington Surrey, Wallington 6677/8. (N5306)

**BONALLACK & SONS**, Ltd., Nursery Lane, London, E.7, Grangewood 3464.—Offer for immediate delivery M.O. T.D. model. (N5125)

**S. O. SMITH (MOTORS)**, Ltd., have pleasure in announcing that we have now been appointed official M.G. agents, early delivery of all models; any car or motor cycle taken in part exchange. (N2989)

**S. O. SMITH (MOTORS)**, Ltd., New Cross 0460. (N2989)

**NEW** M.O. T.D. 2-seaters, black, red leather, or red with beige leather, immediate delivery.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (N3040)

## MORGAN

**BASIL ROY**, Ltd., Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Portland St., W.1, Langham 7753. (0510/R)

**MORGAN** Plus-4 Distributors.—A new 2-seater available, ready for specification.—Motors (London), Ltd., 61, Old North Rd., East Finchley Station, N.2, Tudor 2501-2. (N5018/R)

## MORRIS

**PRIDE & CLARKE**, Ltd.—immediate or early delivery of most models; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664. (0735/R)

**LANKESTER ENGINEERING** Co., Ltd., Morris Main Agents.—Complete range of new models on view.—39-43, Eden St., Kingston, Kingston 3154. (0284/R)

**YOU** could not do better than secure your new Morris from Ferraris of Cricklewood. Orders accepted for early delivery of Minor and Oxford saloons. (N2234)

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (N2206/R)

## NASH

**NASH** cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1, Euston 5558-9. (0562/R)

## OLDSMOBILE

**DISTRIBUTORS (RAWLCE)**, Ltd.—Sales Service and Spares.—Bridley Heath Garage, nr. Lingsfield, Surrey, Tel. Lingsfield 850-1. (0882/R)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1, (Gerrard 8600.) Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove) W.11. (Bayswater 6626-7.) (0257/R)

## OPEL

**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.

**GROVEKNOR GARAGE**, Burnage Lane, Manchester, 19, Rus. 2874-5. (0199/R)

## PACKARD

**SOLE** Concessionaires, Leonard Williams & Co., (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (0730/R)

## PEUGEOT

**TOM KNOWLES** sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1, May 5385. (0896/R)

## PONTIAC

**PONTIAC**—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3, Pkeman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0950/R)

## PORSCHÉ

**COLBORNE GARAGE**, Ltd., Ripley, Surrey. (0626)

**SOLE** concessionaires for Porsche cars Great Britain; new cars available to Corps Diplomatique, U.S. Forces and overseas visitors.—Tel. Ripley 2561, Callies, Colnvaugh, London. (0572/R)

## RENAULT

**METROPOLIS GARAGES**, Ltd., the Renault distributors, for sales, service and spare parts for all models.—1-51, Macleise Rd. (Olympia), W.14, 8be. 5385-6-7. (0626)

**AUTO SALES (LONDON)**, Ltd., are the North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59, 65, Belsize Rd., N.W.6, Tel. Mal. 5555. (0110/R)

## RILEY

**NEW** 1½-litre saloons, immediate delivery; £1,169.

**CLARKE & SIMPSON**, Ltd., 73/79, Cadogan Lane, S.W.1, Sloane 4727. (N1048)

**1½-litre** delivery ex stock, one only.—Montrose Motors, Wembley 2636. (0785/R)

**1½-litre**, immediate delivery, exchange.—P. L. Cranmore, Ltd., Tel. 2040 Polters Bar. (N1062)

## RILEY

**H. M. BENTLEY & PARTNERS**, Ltd., 9, Albemarle St., London, W.1, Tel. Grosvenor 5551. (N1018)

**ONE** new 2½-litre saloon for immediate delivery.—Caffyns, Ltd., Chapel Rd., Worthing, Tel. 2340. (N4044)

**NEW** 1½-litre Riley Silver Streak saloon, immediate delivery.—Wards of Putney, 72, West Hill, S.W.15, Vandyke 1535. (N4044)

**RILEY**—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—175, Westbourne Grove, W.11, Bay 4274. (N4055)

## ROLLS-ROYCE

**CAR MART**, Ltd.

**NEW** Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

**CAR MART**, Ltd., Gloucester House, 150, Park Lane W.1 (corner of Piccadilly), Grosvenor 3454. (N1039/R)

**GROSE**, Ltd., Northampton. (N1039/R)

**OFFICIAL** Rolls-Royce retailers.

**SHOWROOMS** and service.

**MAREFAIR**, Northampton, Tel. 4540. (0520/R)

**DAVID ROSEFIELD**, Ltd.

**OFFICIAL** Manchester Rolls-Royce and Bentley retailers.

**SHOWROOMS**: 1/5 Peter St., Manchester, 2. (N5306/R)

**PHONE**: Blackfriars 4942.

**SERVICE** station: Chesham Hill Rd.

**MANCHESTER** 8 Tel. Blackfriars 2504. (0561/R)

**RIPPON BROS.**, Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1935.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

## ROVER

**HENLYS**, England's leading Motor Agents

**ROVER** distributors.

**DEVONSHIRE** House, Piccadilly, W.1. (Grosvenor 2287). (N5028/R)

**HENLY** House, 385, Euston Rd., N.W.1. (Euston 4444). (0154/R)

**COME** to the pre-war specialists for anything Rover.

**ODEON MOTORS**, Ltd., Barnet, Herts. Tel. Barnet 4100. (N5028/R)

**COMBS & SONS (GUILDFORD)**, Ltd., for Rover sales and service.

**MAIN** agents for South-West Surrey, St. Catherine's Garage, Guildford 6297-9. (N5028/R)

**KJ MOTORS**, Ltd.—Bromley main agents, offer delivery on all models.—Rav. 3456. (0287)

**H. M. BENTLEY & PARTNERS**, Ltd., 9, Albemarle St., London, W.1, Tel. Grosvenor 5551. (N1018)

**CRYDON**—Main agents, Leathwood's Garages, Ltd., 205, St. James's Rd., Croydon, The 1222. (0565/R)

**SURREY MOTORS**, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service. Tel. 4444. (N560)

**NORTHAMPTONSHIRE** and North Bucks.—Gross, Ltd., Rover distributors and parts service.—Marefair, Northampton, Tel. 4540. (0001/R)

**ROSEFIELD** for Rover distributors for Lancashire and Cheshire.—D. Rosefield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (0692/R)

**PLYMOUTH**, 8 Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists Alexandra Rd., Plymouth Tel. 5055. (0901/R)

**DUNHAM & HAINES**, of Luton.—We are Rover specialists in tuning for performance, also racing and rallies, etc.; contact us for sales and service; current models in stock.—Dunham & Haines, Luton 2109. (0540)

## LAND-ROVER

**GUY SALMON AUTOMOBILES** offer:—

**NEW** Land-Rover, immediate delivery; £598.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-5. (N4001)

**LAND-ROVER**, immediate delivery; £598.—British & Colonial Motors, 13-14, Upper St. Martin's Lane, W.C.2, Temple Bar 5588. (N1027)

**ROSEFIELD** for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosefield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (0692/R)

## SINGER

**B. J. HUNTER**, Ltd., offer:—

**IMMEDIATE** delivery Singer SM Roadster, part exchanges, deferred terms.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. (N2040)

**SM** 1500 Saloons and SM Roadsters, 1953 models, quick delivery.

**DISTRIBUTORS**—G. E. Lawrence (Motors), Ltd., New St. Garage, Aylesbury Tel. 368. (0726/R)

**SINGER**—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Derwent 12; Works, Alcester Rd., Moseley 15. (0168/R)

## STANDARD

**SALES**, service, spares.

**STANDARD** and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

**CARR'S AUTO SALES** Ltd. Standard House, South End Croydon Tel. Cro 698-9. (0026/R)

**ROWLAND SMITH'S** for Standard.

**ALL** models supplied, your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Harrods (Tube), N.W.3, Ham, 6041. (N4018)

**PRIDE & CLARKE**, Ltd.—Exchange your car for a new Vanguard, early delivery; terms.—237, Brixton Hill, S.W.2, Tel. 3664-5. (0743/R)

## STANDARD

**BERKELEY SQUARE HOUSE GARAGE**, Ltd.,

**OFFER** early delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1, Gro. 4545. (0640/R)

**STANDARD**—John S. Truscott, Ltd., official agents; early delivery, exchanges, deferred terms.—175, Westbourne Grove, W.11, Bay. 4274. (N4055)

**STANDARD** car specialists in sales and service, deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2, Gladstone 2480. (0431/R)

**YOU** couldn't do better than secure your new Standard now, Phase II saloons for early delivery, current market value for your car subject to inspection.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (N2206/R)

**STANDARD** and Triumph (distributors in Surrey since 1911), complete range of new models on show.—Lanckester Engineering Co., Ltd., 59-63, Eden St., Kingston, Tel. Kingston 3151-4. (0402/R)

## STUDEBAKER

**STUDEBAKER DISTRIBUTORS**, Ltd., 365, Euston Rd., N.W.1, Euston 4444.—Spares for all models, Hawley Cres., Camden Town, Gul. 4141. (0091/R)

## SUNBEAM-TALBOT

**SUNBEAM-TALBOT** saloon for immediate delivery.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (N5011)

**SUNBEAM-TALBOT** 90 saloon, sapphire blue, beige hide, latest model, now on view in our showrooms, at the new reduced price £1,226/10/10, ex works.

**MCKINNON MOTORS**, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey, Established 1906, Tel. Wallington 3404. (N5060)

**IF** you are returning to England why not let us have your new car ready for you on arrival.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Berks. (N5011)

## TRIUMPH

**ROWLAND SMITH'S** for Triumph.

**ALL** models supplied, your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Harrods (Tube), N.W.3, Ham, 6041. (N4018)

**BERKELEY SQUARE HOUSE GARAGE**, Ltd.

**OFFER** immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1, Gro. 4545. (0640/R)

**D. J. SHEPHERD & Co. (ENFIELD)**, Ltd., can offer:—

**IMMEDIATE** delivery of Triumph Mayflower.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. (N4009)

**IMMEDIATE** delivery Triumph Mayflower; £638/12/6 inclusive tax.

**X. L. SERVICE STATION**, Kingston Vale, S.W.15. (N4060)

**JACK ROSE**, Ltd., offer new Triumph Mayflower.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. (N5060)

**TRIUMPH** Mayflower saloon for immediate delivery, exchanges.—Frickers of Holland Park, Park 5077. (N2051)

**C. A. PETO**, Ltd., offer immediate delivery of Triumph Mayflower saloon; list price.—42, North Audley St., W.1, May. 5051. (N5043)

**IMMEDIATE** delivery new Triumph Mayflower, come blue.—Over Hall Garages, Ltd., Staines Rd., Bedford, Middlesex, Tel. Ashford 2521. (N4060)

**TRIUMPH**—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—175, Westbourne Grove, W.11, Bay. 4274. (N4055)

**IMMEDIATE** delivery new Triumph Mayflower; terms, exchanges, choice of colours.—R. F. Erskine & Sons, Ltd., 24 Commercial Rd., Woking 530. (N2051)

**C. A. PETO**, Ltd., for new Triumph Renown and Mayflower models; exchanges; deferred terms.—42, North Audley St., W.1, May. 5051. (N5043/R)

**KJ MOTORS**, Ltd.—Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent, Rav. 3456. (0285)

**TRIUMPH** Mayflower sal., grey/red, heater; £656/6/8; immed. deliv.—Tieckford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 5538. (N4029)

**YOU** couldn't do better than secure your new Triumph Mayflower saloons for early delivery; current market value for your car, subject to inspection.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (N2206/R)

**TRIUMPH** Mayflower saloons, black or grey, at the new reduced prices; £658/12/6, ex works; immediate delivery from stock; part exchanges, easy payments.

**MCKINNON MOTORS**, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey, Established 1906, Tel. Wallington 3404. (N5060)

**LANKESTER ENO** Co., Ltd., Standard & Triumph distributors, complete range of new models on show.—80-83, Victoria Rd., Surbiton, Elmbridge 1185. (N2040)

**PRIDE & CLARKE**, Ltd.—Exchange your car for the latest 1953 Renown or Mayflower; choice of colour and specification; terms.—237, Brixton Hill, S.W.2, Tel. 3664-5. (0743/R)

**CHARLES RICKARDS**, Ltd.—New Triumph Mayflower saloons for immediate delivery, choice of colour at today's price of £658/12/6 including purchase tax.—56, Baywater Rd., W.3. (Next door to Lancaster Gate Station.) Fid. 1820. (N5050)

## VAUXHALL

**VAUXHALL** cars.—Shaw & Kilburn, Ltd. Showrooms:—4-6, Berkeley Sq., W.1, Grosvenor 4326.

**PARTS** and service: Western Ave., W.3, Acorn 4641. (0019/R)

**KJ MOTORS**, Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent, Rav. 3456. (0221/R)

## WOLSELEY

**D. J. SHEPHERD & Co. (ENFIELD)**, Ltd., can offer:—

**WOLSELEY** 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. (N4009)

## NEW CARS FOR SALE

## WOLSELEY

## EW

**EURSTACE WATKINS**, Ltd., sole London distributors; early delivery 6, 80 and 4, 40 models; part exchange and hire purchase. —12, Berkeley St., W.1 (Mayfair 5951). [N4046]

**R. C. WIMBUSH**, Ltd.

**IMMEDIATE** delivery of one new Wolseley; early delivery other models; service facilities.

**R. C. WIMBUSH**, Ltd., 512, Earls Court Rd., London S.W.5. (Fremantle 5401). [N4056]

## WOLSELEY

**MEBES & MEBES**, Ltd. (Est. 1895).

**WOLSELEY** area dealers.

**OFFER** early delivery of the 6, 80 model and rotational delivery of the new model 4, 44.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

**YOU** couldn't do better than secure your new Wolseley now; 6/80 saloons and 4/40 saloons for early delivery.

**FERRARIS** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2230. [N2006]

## WOLSELEY

**JACK ROSE**, Ltd., Wolseley main agents, can supply from stock.—Stafford Rd., Wokingham, Surrey. Wokingham 6677/8. [N3050]

## MISCELLANEOUS CARS

**ALL** particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Routledge, Ltd., Devonshire House, Piccadilly (W.1) Grosvenor 5401. [0012/R]

**MARSTON MOTOR CO.**, Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover: full sales and service facilities; hire purchase and insurance arranged immediately; car, phone or write.—Marston Motor Co., Ltd., Sta. 6003. [0175/R]

## CARS FOR HIRE

## A SYNCHRO.

**VAXHALL** self-drive 1950-1953 Wyvern, Velox, heater, costs £7 (\$19.60 U.S.) per week, winter 48s. (\$11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental, etc.; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Peterham Mews, S.W.7. Western 4105. Cables: synchro London. [0056/R]

**MANCHESTER**—Drive yourself 1953 saloons; overseas visitors specially catered for. —**LOWEST** rates in the trade, delivery anywhere in England.

**SUREFLEET**, 47, Upper Chorlton Rd., Manchester 16. Tel. Moss 5555. [0046/R]

**SLOUGH CAR HIRE**—A40 saloons, drive yourself.—Rea, 36, Mackenzie St., Tel. Slough 20501. [0132/R]

**IVOR HILL**, Ltd.—A40s, 30/- per day; 50 free miles.—Revestoke Rd., S.W.19. Wimbledon 5095. [0050/R]

**IRISH** touring, hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [5152]

**AUSTIN** and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Park 9954/5. [0466/R]

**LONDON'S** lowest rates; the private car chauffeur-driven hire service.—Lontax (Vic. 771-2), Dolphin Square, S.W.1. [0042/R]

**SELF-DRIVE** hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [0458/R]

**YORKSHIRE**—Drive Yourself (Hull), Ltd., Morris Minor, Oxford, Six, Jaguar Mk. V.—362, Anlaby Rd., Hull 51039. [0057/R]

**SELF-DRIVE** post-war Morris, Austin A40, Morris Minors.—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [9844]

**HAROLD R. HILLS GARAGE**—Garage accommodation service high-class car hire.—5-6, Ennisbury Mews, S.W.7. Kensington 4100. [0051/R]

**WIMBLEDON CAR HIRE**—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, E.23. (For. 2452). [0679/R]

**A40** £10 p.w., 350 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay. 6415. [0668/R]

**1953** self-drive cars available for hire from Self Motoring, Ltd., 128, Knightsbridge, S.W.1. Tel. Ken. 6428, and Bay. 8229 (Garage). [2936]

**OVERSEAS** tourists, modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.1. Tel. Haymarket 5229. [2567]

**NEW** Ford Zephyr and Prefect saloons, self or chauffeur driven from £1 per day.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3565. [0091/R]

**24** Hours from 20/-; also new Zephyrs, Consul, Oxford, Somerset, etc. request tariff.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646. [6801. 0151/R]

**EDWARDS & DAVIES** (CAR HIRE), Ltd.—Post-war 4 and 10hp Ford, unlimited mileage, cars delivered.—Bri. 5652; 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R]

**NEW** cars in perfect condition; self-drive from £1 per day and 6d per mile, including petrol, oil and insurance; minimum mileage over 60 miles per day; overseas visitors receive special attention.

**WILSONS CAR HIRE SERVICES**, Ltd., 34, Apsley Rd., Epsom (Tel. Epsom 3901). [0802/R]

**SELF-DRIVE**—Coming on leave, visiting Britain? Keenest rates, reduced charges extended periods; 50 latest models.—Home & Overseas Motors, 169, Finchley Rd., N.W.3. Hampstead 0267/9. [0031/R]

**DRIVE** yourself hire post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, G. Titchfield St., London, W.1. Museum 6566 and Langham 0012. [M2003]

**POST-WAR** self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R]

**SUSSEX MOTORS**—Self-drive or chauffeur-driven; 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5506 and Amb. 5025. [0589/R]

**5 DAYS** for £3: London's best tariff for commercial users; unlimited mileage tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4 (Can. 1151-2); 20, Grosvenor Place, Victoria, S.W.1. (Sio. 9544). (Garage Chester Close). [0051/R]

**HIRE** a car as private as your own from a Victor Motor, the Car Hire Specialist, and drive away in a 1953 model from London's most convenient location; no extras; rates include all petrol and 4 or 5 can ride for the cost of one; from £1 a day or £6 a week, and 8d a mile; 24-hour service; reserve your car now.—Victor Motor, Ltd., 11, Great Cumberland Place, Marble Arch, W.1. Ambassador 2614. [2507]

## CARS FOR HIRE

## WM WELBECK MOTORS, Ltd.

**FOR** far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R]

**CAR HIRE (MAYFAIR)**, Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 8086, and at 145, North End Rd., Golders Green, N.W.11. Meadow 2455. [0064/R]

**OVERSEAS** visitors; a fleet of 1952-3 Austin Driveway saloons for hire to drive yourself, send for illustrated brochure to Driveway Cars, Ltd., Head Office, Kingsway, Newport Mon. Available at 12 Driveway stations throughout Britain. Also available for home market. [0211/R]

**COLLONS** Cars for self-drive, 1951 Austin A70s and A40s; Humber Hawks and Enipes; Ford Pilots; Austin Ltd. all fitted heaters, A.A. facilities on all cars; 12s. per week, no mileage charge or extras; summer tariff from 15s.—Tel. Maids Vale 5154/551-2. Garage and Works, 290-300, Lansky Rd., W.9. [M1055]

**LUXURY** travel at low cost in Britain and Europe. 1500 new Jaguars, Austins, Fords from £2 a day for 70 miles, then 3d a mile, or 70/- a day unlimited mileage, R.M.V. radios, heaters, roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C. This fleet is maintained at peak efficiency with Shell petrol and Shell X-100 motor oil.—J. Davy, E.9, Logan Place, Kensington, W.8. Fre. 6000, or 215, Brompton Rd., W.5. Ken. 1108. [0401/R]

## DAY AND NIGHT SERVICE

A.O. (Always Open.) N.S. (Not Sunday.)

**ASHPOLD**, Midx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reps. Tel. 2678, 2960. A.O. [2222/R]

**BRADFORD**, Yorks.—Eric S. Myers, Ltd., No. 5077, Depots, Drill Parade, Belle Vue, Bradford 25605. [0070]

**MANCHESTER**, 5, City Centre, Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [0769]

**PIRIBRIGHT** (near Guildford Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201-2. A.O. [2221/R]

## EXCHANGE

**RAYMOND WAY**.

**RAYMOND WAY**, of Kilburn

**RAYMOND WAY**, the exchange specialists.

**YOUR** car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and depots (Kilburn Park Station, Bakerloo line, 150 yards). [0031/R]

**ROWLAND SMITH** will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers, 2-wheelers and light vans.

**ROWLAND SMITH** for hire purchase terms; private cars and confidential; immediate delivery in approved cases; references and guarantees not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [M4018/R]

**RON MCKENZIE** invites you to his Motor Cycle & Car Exchange Centre at 961, Chester Rd., Streatham, 3 miles Sth. Manchester, open to 8 p.m. and week-ends; terms if required. [0025]

**EXCHANGE** your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R]

**42FT** reg. yacht Manx headed twin screw, pneumatic selector control of gears, 15 knots ketch rig, value £3,550, or exchange smaller boat and cash or post-war Bentley car.—Lewis Motors, Gerrards Cross 3777. [09068]

**36FT** twin-screw motor cruiser, centre wheelhouse and bridge, Chinese-type hull, Commodore petrol/paraffin engines, 2:1 reduction and reverse gear, auxiliary generator, sleeps 4, Dunlopilo throughout, completed last year, used for trials only, Ivine Solent; £2,950, or near offer, or would exchange for recent Mk. VI Bentley.—Write Box 4676. [7299]

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**RADIOMOBILE** accredited dealers; qualified mechanics and always available for car radio repairs.

**NORMAND**, Ltd., 405-9, King St., W.6. Riv. 5665. [0222/R]

**MOTOROLA**, world's finest motor radio; sole licenced and registered users.—World Radio, Ltd., Edgware Rd., London N.W.2. Gladstone 4255. [0419/R]

**ALL** types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1837. [0162/R]

**SPIKINS (TWICKENHAM)**, Ltd., 85-101, Heath Rd., Twickenham, Tel. Popsopore 1055-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail; all makes available. [0114/R]

## COACHBUILDERS AND BODIES

**COOPER MOTOR BODIES** 253, Putney Bridge Rd., S.W.15.

**OUR** stocks of bodies are considerable and varied, Rolls, Bentley, Daimler, etc. building repairs, alterations, speciality, enquiries invited. Bodies bought.—Putney 7546. [0052/R]

**GROTT & Co. (COACHBUILDERS)**, Ltd., 2, Imley Rd., Hammersmith, Riverside 1046—All types of coachwork. [0050/R]

**TICKFORD**, Ltd., Coachbuilders, 5, Upper St. Martin's Lane, W.C.2. Temple Bar 5556—Repairs, bodies of every description. [M4029]

**CARLTON CARRIAGE CO.**, Ltd., for high-class repairs, cushions and trimming to all makes of coaches.—Trenmar Gdns., Willesden, N.W.10. Brook 2254. [7545]

**W. M. PARK (COACHBUILDERS)**, Ltd.—Body building and all repairs recoupling, trimming and conversions; special facilities for overseas visitors. [0558/R]

**RONALD KENT (COACHBUILDERS)**, Ltd., the specialists in accident repair work, offer courteous and efficient service combined with really economical prices for all types of motor body repairs, renovations, recoupling and trimming.—Coalwharf Rd. (first turning left out of Shepherds Bush Central Line Station), Shepherds Bush 2251. [0212]

**SPECIAL** offer, new top quality velour head-lining for motor cars, 15/- each; new aircraft Perspex front screens, 1/10 thick, 55/-; new Cordova pattern vinyls, 10/- yd.; over 200 mouldings, headings, drillings, including headlinings from 20/- yd. for new 50-page list with practical hints and tips, everything for your own repairs send P.O. 2/- and stamp.—Wings 195, High St., West Wickham, Kent. [M401]

**BUCKET** seats, light steel frames, Ken wide, untrimmed, 37/6; trimmed in brown Rexine, spring cushions, 67/6; tubular framed superior quality, 127/6; ditto folding back, 65/15, light alloy 14in 65/-; 16in 65/-; 18in 65/-; 20in 65/-; 24in 65/-; 30in 65/-; 36in 65/-; 42in 65/-; 48in 65/-; 54in 65/-; 60in 65/-; 66in 65/-; 72in 65/-; 78in 65/-; 84in 65/-; 90in 65/-; 96in 65/-; 102in 65/-; 108in 65/-; 114in 65/-; 120in 65/-; 126in 65/-; 132in 65/-; 138in 65/-; 144in 65/-; 150in 65/-; 156in 65/-; 162in 65/-; 168in 65/-; 174in 65/-; 180in 65/-; 186in 65/-; 192in 65/-; 198in 65/-; 204in 65/-; 210in 65/-; 216in 65/-; 222in 65/-; 228in 65/-; 234in 65/-; 240in 65/-; 246in 65/-; 252in 65/-; 258in 65/-; 264in 65/-; 270in 65/-; 276in 65/-; 282in 65/-; 288in 65/-; 294in 65/-; 300in 65/-; 306in 65/-; 312in 65/-; 318in 65/-; 324in 65/-; 330in 65/-; 336in 65/-; 342in 65/-; 348in 65/-; 354in 65/-; 360in 65/-; 366in 65/-; 372in 65/-; 378in 65/-; 384in 65/-; 390in 65/-; 396in 65/-; 402in 65/-; 408in 65/-; 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**MOST** types of easy clean and wire wheels in stock.  
—Turner & Knight, 100, Whitehall Road, Faddocks, Popes Lane, Ealing, London, W.5. Tel. 4299. (0678/R)  
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Wire wheels repaired, converted, respined, re-enamelled. East clean wheels repaired, returned. 50a, High St., Wimbledon. (0658/R)

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Cook 589 Station Rd. Eastville, Bristol. (0282/R)  
**CLARE'S MOTOR WORKS**—Large stocks wheels, wire Easy Clean and Artillery, rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0152. (0628/R)

## WINDSCREENS

**AUSTIN** 7, 1952-54, £4.5; Ford 8-10, £5.5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. (0258/R)  
**BRITISH STEEL FRAME CO., Ltd.**, 205 Camuridge Heath Rd., E.2, manufacture sports and special windcreens, Ford Austin 7, fixed and sliding windows for utilities. Bishopgate 311-5. (0538/R)

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

**GARAGE**, large Wiltshire village, est. 30 years, no opposition, fully equipped, 5-bedroom house; parties.—Write Box 7242. (5024)

**MESSESS. GLADDING, SON & WING**, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 2254), offer the following:—

**HANTS**—Main road garage and filling station, together with guest house and cafe, freehold, good will and equipment, £8,000, s.a.v. Sole Agents. (2430)

**FURTHER** particulars of above and other garages available from G. G. G. and Son, Wing, as above. (12021A)

**GARAGE** in busy Dorset market town near Bourne-mouth, premises on lease, eight employees, repairs, cellulose, car sales, well equipped; £4,500, or offer.—Box 7176. (2430)

**GERRARD CROSS**—Central pos., garage or light industrial site with petrol pump, vac. poss., freehold for sale by auction, May 27.—Apply Hetherington & Secret, F.A.I., Gerrards Cross (Tel. 2510). (2568)

**VILLAGE** garage filling station, unopposed, nr. Marlborough, 2 pumps, workshops, 3 rooms, bath, rdn. T/O £8,500, petrol 21,000 p.a.; £6,000 freehold, s.a.v.—Lansley, 55, Friar St., Reading (Tel. 4632). (3005)

**CADOGAN Square** (close)—Mews garage for 3 cars with s.c. flat over 2 rooms, E. & L., 21 years lease, £10 p.a. for sale.—Apply Dudley Samuel & Harrison, Ltd., 11, Bruton St., Berkeley Sq., W.1. Mayfair 7111. (2999)

**BARNWELL**, Somerset, on Weston/Bath road.—Modern garage premises at prominent road junction; 5 e.c. pumps, s.c. flat 4 rooms, kit. and bath; £7,500 freehold. Agents, Polkard & Hayward, 115, Baker St., London, W.1. (2999)

**ALDRIDGE** (est. 1755), Auctioneers and Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

**NORTH LONDON**—Main road garage and filling station; modern workshop, appr. 6,000 sq. ft.; spacious forecourt with pumps; suitable development. INQUIRIES are invited to Estate Department, William E. R. N.W.1. Exs. 2352. (M1004)

**GODDARD & SMITH** will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). (0290)

**G. & RICHARDS, Ltd.**, the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd. 555 Watford Way, Mill Hill, N.W.7. Mil. 4502. (0546/R)

**RAMS-GATE**—Freehold garage and house; 4 pumps, petrol, greasing bay, workshops, all latest equipment; very yards from sea; neglected owing to other business; terrible scope; £4,750.—Hurley, 46, Addison St. Rams-gate. (12725)

**CHURCH, HOWARD & HILLS, Ltd.**, Specialist Agents and Valuers to the Motor Trade, offer selection of motor businesses available in all parts.—Details upon application stating requirements to 59, New Rd., Richmond, Surrey. Tel. Ric. 2351-2-5. (M1047)

**GARAGE** and service station, extensive modern premises East Kent, latest equipment, showroom offices and living accommodation, turnover £60,000, car and commercial services; £30,000, freehold or near offer.—Goy & Richards, Ltd., Specialist Agents and Valuers to the motor industry, 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. (2941)

**BY** order of the liquidator, Maripit Motors, Ltd., 10, Maripit Lane, Old Coulsdon, Surrey; these valuable freehold garage premises for sale, complete with 4 petrol pumps, breakdown lorry and sundry equipment and stock.—For further particulars, apply Palmer & Co., 21, Knightsbridge, London, S.W.1. Sloane 5127. (3015)

**MAIN** London-Exeter trunk road, A.30.—First-class garage, filling station and cafe, with 770 yards frontage and a lovely woodland setting of 20 acres; 2 sitting, 3 bed; cafe; fine pull-in with 4 electric pumps; 1,000 cars per week; cafe £100 per week; freehold; £7,500.—Thoroughly recommended by the Sole Agents, Gibbie, Booth and Shepherd, Yeovil. Tel. 454. (2991)

**BRIGHTON**, 73/74, Preston St.—Main showroom, thoroughfare between Western Rd. and sea front; freehold premises, suitable for motor show rooms or conversion lock-up shops; frontage 48ft, floor area about 1,500 sq. ft.; auction Brighton, May 29 (unless previously sold). Illustrated particulars, Fox & Sons, 112-114, Western Rd., Brighton. Tel. Hove 39021 (7 lines). (3001)

## BUSINESS AND PROPERTY

**PETROL** filling station for sale, main coastal road in Kent; modern premises, garage, five ladies and gents cloakrooms, new pumps, 20ft frontage P.A. allowance £172 yr., rates £20 yr.; attractive house, 4 double, 1 single bedrooms, 2 rec. rooms, breakfast room, bath, kitchen, conservatory; catering licence held; good mortgage can be obtained, principals only; £14,500 freehold, s.a.v.—Box 6954. (2444)

**GARAGE** and motor sales business in principal town of Shire city; old-established business in main road, petrol pump, all tools and equipment, showroom, offices, 21-year lease at very low rental, turnover about £27,000 per year; limited company, a very profitable business which would suit a working proprietor offered at the net figure of £11,500 as a going concern; part could be arranged on mortgage.—Write in confidence to Box 7102. (2676)

**MODERN** Garage and Motor Engineers Business in important urban position on main A5; about 4,000 sq. ft. incl. showroom, offices and workshop; forecourt with electric pumps, parking space; modern central heating, etc.; excellent business in car sales, repairs, petrol and accessories; audited figures available; freehold, equipment and goodwill £17,500.—Apply, Robinson & Hall, Chartered Surveyors, 15a, St. Paul's Square, Bedford, Tel. 4141-2. (2952)

**GARAGE** and service station in key position Liverpool suburb; main road frontage; new electric petrol pumps, fuel treatment service, hydraulic lift, 6,000 sq. ft. workshop space, heated, refitted and decorated; offices and stores; several valuable stocking dealerships could be included in the sale as a going concern; the property is freehold; this business is capable of considerable expansion under personal direction; offers over £17,000 (s.a.v.) would be considered from principals only.—Write to E. Vaughan, Wavertree Garage, Ltd., 68, Renshaw St., Liverpool, 1. (2990)

**Business & Property Wanted**  
**WANTED**, country garage to buy or lease. West Country preferred, A or B class road.—Box 7175. (2905)

## SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of The Notification of Vacancies Order 1952.

**COMPETENT** man required to take sole charge repairs dept., country garage, Herts; write experience, salary.—Box 6955. (2445)

**GARAGE** manager, old established business N.W. London, excellent prospects; full details and salary required.—Box 7162. (2921)

**SKILLED** motor fitter required for small personally conducted business.—Apply by letter Wooderson 88a, Drevant Rd., S.W.16. (M4259)

**SALESMAN** for new and used cars required by West of England distributors, experienced man only; permanence with superannuation, etc.—Box 7159. (2911)

**STOREKEEPER** required, large garage London, W.2, knowledge of sources of supply, general control and buying essential.—Full particulars to Box 7254. (M1015)

**EXPERIENCED** motor car salesman required for West End showrooms and branches.—Write giving full particulars to Dagenham Motors, Ltd., 8, Baiderton Rd., W.1. (M1046)

**SKILLED** Ford mechanics required for new modern service station; excellent opportunities and wages.—Apply W. J. Brown, Ltd., 359, Finchley Rd., N.W.5. Tel. Ham 414. (15016)

**REALLY** first-class foreman wanted for expanding motor engineers, South Devon; excellent post for capable, experienced man who believes in first-class service.—Box 7160. (2912)

**ADDITIONAL** sales representatives required for new and used cars and commercial vehicle dept., salary plus commission, etc.—Geoffrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. (2909)

**ELECTRICIAN**, automobile and radio, required by Ford main dealers in N.W. London; excellent prospects and wages.—Apply W. J. Brown, Ltd., 359, Finchley Rd., N.W.5. Tel. Ham 414. (15017)

**CAR** buyers required, must be experienced, highest references essential, excellent salary and prospects; London area.—Write stating age and experience to Box 4480 c/o Knight's 1, Wardour St., W.1. (2929)

**HALLS** (FINCHLEY), Ltd., require sales representatives, must have both new and used car experience. Write or phone, Halls (Finchley), Ltd., 6, Odessa Parade, North Finchley, London, N.12. Tel. Hulseide 1044. (5140)

## SITUATIONS VACANT

**CAR** salesman university, previous experience essential, must have knowledge of current values, excellent opportunity, write first in confidence giving details of age, experience and expected salary.—Friary Motors, Ltd., Straight Rd., Old Windsor. (15124)

**GENERAL** Manager required for well established garage South Coast; third share in business no capital required, only the right man (present staff 30); write stating full capabilities and past experience in strict confidence to Box 7259. (3021)

**LONG** established London agents with coachwork and repairing department require salesman to take charge of light commercial side in conjunction with Private sales department; salary and commission to be arranged; resident S.W. area preferred; write experience and connection.—Box 7055. (2629)

**MOTOR** fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good eastern facilities.—Apply Works Manager, W. J. Reynolds (Motors) Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, 730 (4 lines). (M4009)

**A SALESMAN** is required by a well-known firm of established motor traders in Leicestershire, must have previous experience of the trade with a good knowledge of values, excellent references would be required and good remuneration would be given to the right applicant, state age, experience and salary required.—Box 7216. (2984)

**SERVICE** Manager required to control important motor car and commercial vehicle service organisation in Yorkshire, high standard of technical and managerial training and experience necessary, permanent appointment, excellent conditions, write first stating age and qualifications; applications will be treated in strict confidence.—Box 7257. (3009)

**LEADING** distributors in East Anglia require car sales representative in Ipswich; applicants must be fully conversant with excellent character and sound education with first-class references; permanent position, providing every opportunity of advancement for energetic man with ability to produce results; apply in confidence to director.—Box 6996. (2562)

**MANAGER** required for large East Midlands garage, Austin motor business; applicant must have managerial experience must be alive to modern business methods in all departments, must have initiative, drive and ambition to progress; £1,000 per year commencing salary, accommodation, car and full co-operation of the management.—Write Box 7214. (2981)

**ADVERTISERS** offer an opportunity for a salesman possessing first-class references, seeking the greater and more remunerative responsibilities of sales control with car and commercial distributors; the successful applicant will be one who has the necessary self-confidence to make this move to a progressive future at Yorkshire coast resort; write in fullest detail; housing assistance offered.—Box 7066. (2954)

## SITUATIONS WANTED

**WORKS** manager (58) seeks similar position, fully experienced reception, diagnosing, estimating, costing.—Box 7111. (2746)

**EX-REME**, S/Sgt. armament artificer (vehicles) seeks progressive position, clerical and stores experience.—Box 7106. (2916)

**WORKS** foreman, sound technical knowledge, all branches of repair work, 25 years' practical experience.—Box 7256. (5106)

**MOTOR** engineer, having disposed engineering business, 20 years' experience, desires position in S. Wales; commission basis; own car.—Box 7211. (2969)

## BOOKS, ETC.

**HANDBOOKS** of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. (0065/R)

**30000** Motoring books, magazines, journals, new and second-hand; immediate supply, list stamp.—G. A. Funn 15 Nashleigh Hill, Chesham, Bucks. (2121)

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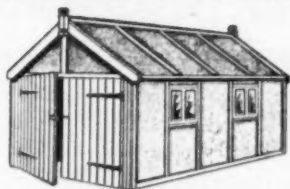
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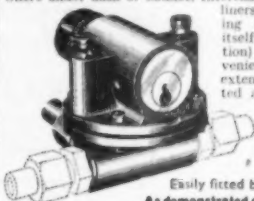


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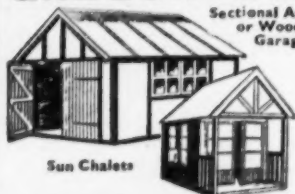
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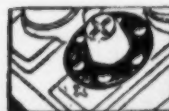
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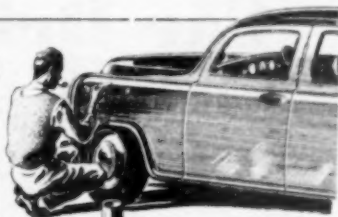
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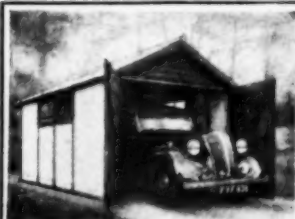
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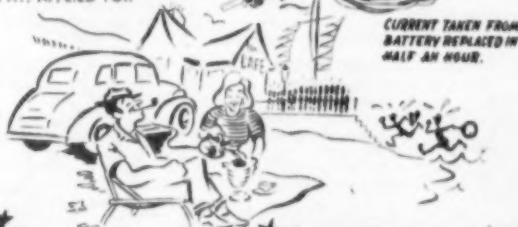
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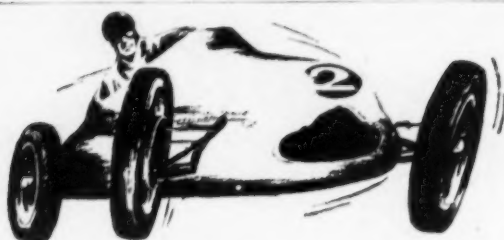
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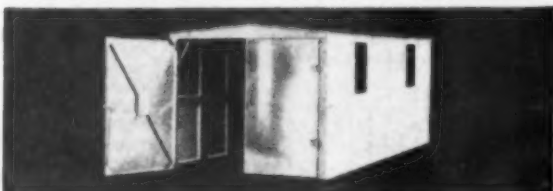
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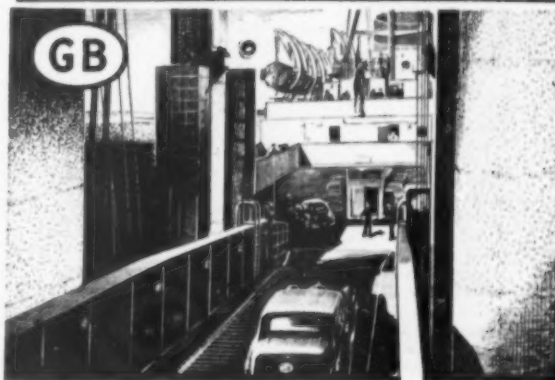
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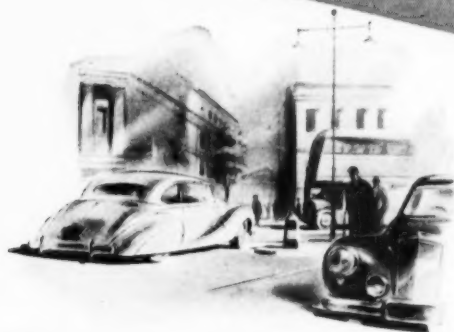


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